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LAND ROVER 4X4 AND VINTAGE SPARES DAY

**2023 DATES FOR YOUR DIARY**

**Bookings now open for the first event of the season – book early to save!**

| | |
|---|---|
| 5 February | Malvern, Three Counties Showground |
| 12 March | Ripon Racecourse<br>Brand NEW event for 2023 |
| 2 April | Newbury Showground |
| 23 April | Rutland Showground<br>Brand NEW event for 2023 |
| 20-21 May | Malvern, Three Counties Showground<br>Exciting NEW two-day event |
| 1 October | Newbury Showground |
| 15 October | Ripon Racecourse<br>Brand NEW event for 2023 |
| 29 October | Malvern, Three Counties Showground |

Visit **landrovermonthly.co.uk/information/events** for more details and to book tickets for the 5 February Malvern event or call **07586 023248** for more information.

# WELCOME

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No need to feel gloomy just because it's winter

PHOTO: ALSIDAIR CUSICK

# Winter is coming

**PATRICK CRUYWAGEN**
EDITOR
@busheditor

SEEMS like just yesterday that we were doing the Show and Tell stage on a middle-of-summer's day at the Billing Off Road Show. I do miss the long days and BBQ aromas of the British summer, a time of the year when you can really pack in the fun-in-the-sun activities.

That said, there is no such thing as an ugly season. During the last few weeks I have loved my autumn runs through a nearby, deserted forest. I love doing this six-mile loop and have yet to see another human being out there. My only companions are the muntjacs, squirrels and millions of falling autumn leaves.

I know that winter is fast-approaching when we do the second Newbury 4x4 Spares Day of the year; read more about this great event on page 38. While my colleagues like to head for the nearby Premier Inn, I prefer camping on-site as there's nothing quite like the sound of rain on tent canvas.

One thing I did notice is that the number of European visitors is creeping up again. When the finest Series Land Rover restorers in all Europe, the Houben brothers, attend your event, then you know you're doing something right. I suppose European visitor numbers will never go back up to pre-Brexit levels, but it was pleasing to see so many.

British winters are tough on our Land Rovers and as my Defender 110 is my daily driver, I decided to make a few changes to make my life easier during the winter months. Read more about these on page 86, in our Writers' Rovers section.

We all have different ways of coping with the long, dark British winters. During these economically challenging times, very few of us can afford jetting off somewhere hot. But there are other ways to beat the Winter blues.

Winter is the perfect opportunity to tackle those Land Rover jobs you never have time for. Draw up a plan and try to stick to it. Involve the kids and your partner. Families who Land Rover together, stay together.

I have a group of mates, called *The Originals*, and we have regular winter get-togethers. We camp, cook fine meat on a fire, get stuck in the mud, laugh, live and embrace the cold. I can't wait for our pre-Christmas gathering which includes a Secret Santa, of course. Last year I got the booby prize, a cheap Chinese power bank. It stopped working after the first time I used it. Hopefully I'll draw a longer straw this year.

Find us on @LRMonthly LandRoverMonthly @land_rover_monthly Land Rover Monthly

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PHOTO: ALISDAIR CUSICK

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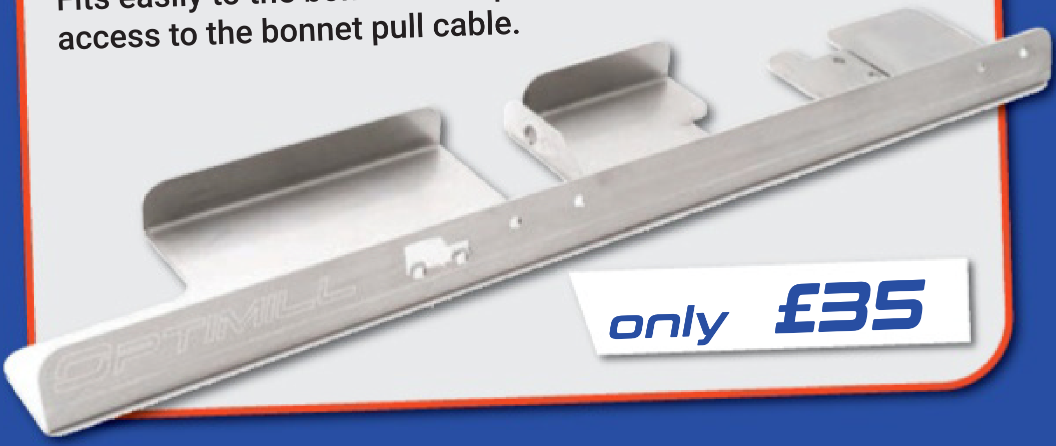

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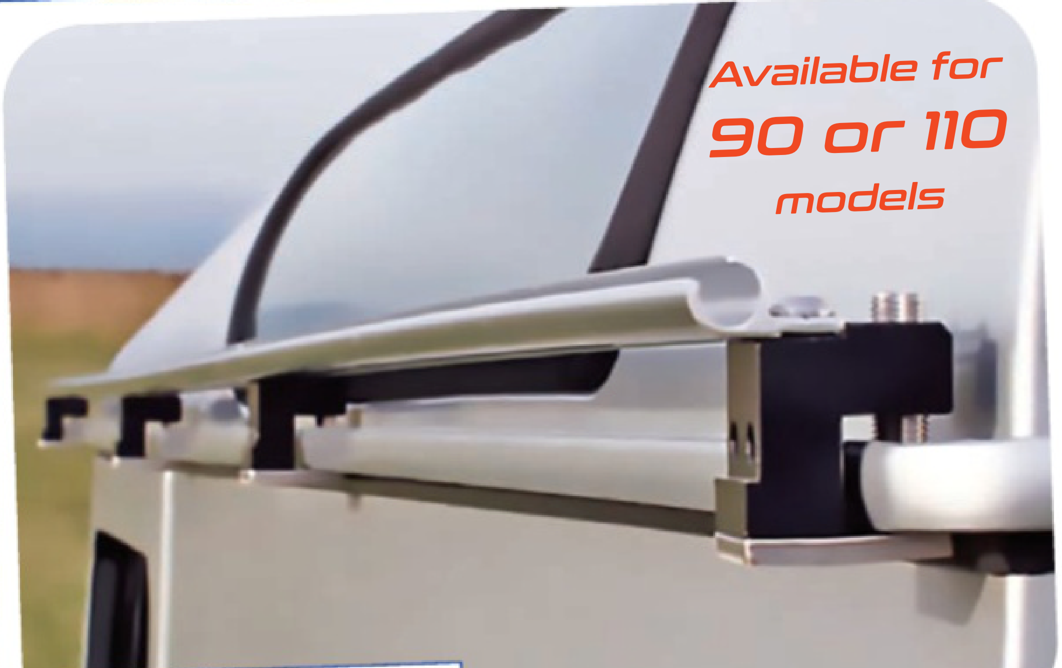
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# Ballistic protection option available for new Defender 110

YOU can now order a new Defender 110 equipped with enhanced ballistic and blast protection, thanks to an exclusive Jaguar Land Rover agreement with vehicle protection specialist, Trasco.

The lightweight Anti-Kidnap, or A-KIP, conversion offers 'protection with minimal compromise' and its inconspicuous design means that a Defender 110 thus equipped is virtually indistinguishable from a standard vehicle.

It's a fairly niche market targeting government departments and high net-worth individuals, but those who need it can choose between VPAM 4 or VPAM 6 levels of ballistic protection, encompassing lightweight security-grade steel, glass and composite materials for the windscreen, doors and door glass, roof, footwells and a new rear partition window situated behind the second row of seats.

Clients can also specify additional equipment, including a fire suppression system for the engine compartment with automatic or manual deployment, front grille-integrated blue light pack and siren, an intercom system, run-flat tyres, heavy-duty window lifters, underbody ballistic protection and a self-sealing fuel tank for added confidence.

For more landrover.com/fleet-and-business/defender-akip-protection.html.

Trasco A-KIP offers ballistic protection for the new Defender

PHOTO: JLR

## Land Rover Discovery named most unreliable used car in a survey of nearly 25,000 owners

THE *What Car?* Reliability Survey found the Discovery – from 2017 to the present day – was the car most likely to break down.

The survey asked owners of cars aged up to five years whether it had gone wrong in the past two years, as well as how long repairs took and how much they cost, with these factors determining a score out of 100. The higher the score, the more reliable the car is.

The Discovery scored 70.7 per cent. The publication also found that Discovery owners were most likely to experience problems with electrics (24 per cent), bodywork (18 per cent) and batteries (12 per cent).

Back in July 2021, Jaguar Land Rover boss Thierry Bolloré pledged to 'solve the firm's reliability and quality issues once and for all.' Seems that he still has some work to do.

New Discovery crowned UK's most unreliable used car

PHOTO: JLR

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PHOTO: JLR

# Bowler announces the Defender Rally Series for 2023

FOLLOWING a successful first season of exciting and close-fought competition, off-road performance specialist Bowler has announced the Defender Rally Series for 2023. The Defender has proven to be a durable and capable platform from which to grow the series in the UK and beyond. Designed for novices and competition veterans alike, the Defender Rally Series by Bowler consists of 12 teams competing in nine events.

Building on the popularity of 2022's Tata Elxsi Bowler Defender Challenge, the Defender Rally Series has been specifically designed to offer entrants the chance to gain rally motorsport experience and know-how, facilitating progression to rally-raid events.

Bowler can offer the necessary support and training to enable entrants to achieve the correct licencing in order to compete in the UK and internationally.

Packages for the 2023 UK Championship are not cheap, starting at £108,334 (plus VAT), but at least that does get you a brand-new, fully converted rally car, based upon the latest road-registered model year Defender 90 P300, professional management through all nine events. This includes seven competitive championship rounds with full works support, comprising a dedicated team of race technicians, event hospitality, professional guidance, access to a fully stocked spares container and support unit, plus training.

Competition organiser race entry fees are additional to the Bowler package. This would definitely be on the bucket list if we won the lottery.

For further information about the series, visit bowlermotors.com.

# ORE4x4 set for growth

After two years ORE4X4 has already outgrown its premises

PHOTO: ORE

AFTER spotting a post on social media about ORE4x4's relocation earlier this month, *LRM* eagerly accepted MD Chris McCormack's invitation to check out the new HQ. Having outgrown its old premises in just two years, when an opportunity came up for a unit six times bigger, McCormack jumped on it.

As well as making a considerable investment in fitting out the new premises, ORE4x4 has recently taken on the UK distribution of German brand LTPRTZ lighting, and more latterly Vickywood, an established high-end roof tent manufacturer, to improve delivery times to customers. The expanding company is recruiting locally for more staff to bolster its team. Further information about the jobs and the company, visit ore4x4.co.uk.

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# LETTERS

SEND YOUR LETTERS TO PATRICK@LRM.CO.UK

## Sellers beware

I agree with Tom Barnard (December 2022 issue) that selling anything these days is risky. Having advertised in *LRM* Marketplace I got an email asking what my best price was. I replied with what I was asking, a bit over £1000.

Things progressed and I answered lots of online questions from the French buyer before we agreed and I said that would be in order. After the cheque clears, we could arrange transportation. I then received a cheque for €5000. I said to the buyer that's too much, they responded that the extra was for transportation that included other things they were buying. It was all a little bit dodgy so the cheque was cancelled and returned.

It's difficult trying to balance caution without putting off genuine buyers, so forget 'caveat emptor' it's now 'caveat venditor'!

*Peter Lawrence*

**PATRICK REPLIES: A €5000 cheque for a £1000 Land Rover will most definitely get the alarm bells ringing. Thanks for sharing your unfortunate experience with us. I'm sure that it will serve as a warning to other *LRM* readers.**

## Electric Avenue

THE December 2022 issue of *LRM* published a really interesting article discussing the option to convert our (t)rusty old Land Rovers to an electric drivetrain. It's a topic that I've been dwelling on for some time. Having said that, I'm probably at least a decade away from even considering this.

One of the real joys of owning our Defender (a 1997 110 CSW 300Tdi) is that it's possible to tackle servicing, renovations, modifications and upgrade work yourself. As such, it would be interesting to see if a market opened up whereby it would be possible for owners to purchase a simple, no-frills electric conversion kit and undertake the retrofit of an electric option themselves. For me, that would be a far more appealing proposition.

Keep up the great work with the publication and I'm looking forward to the next issue.

*Simon Pelly*

**PATRICK REPLIES: I'm glad the article got you thinking. Our readers are generally from the DIY clan and I'm sure that in the future there will be a DIY electric car conversion kit. Fortunately you have a decade to wait and see.**

## Blood, sweat and gears

READING the article in the November 2022 issue regarding the epic journey of the Para group lads who drove their Series IIA back to Britain from Kuwait, one has to admire the adventure they endured. However, the story is incomplete, as it ends in something of a cliffhanger.

Having been bought cheap and repaired after being dropped out of an aircraft and severely bent when the chute partially opened, then driven halfway around the world on the epic journey back to Britain, the finale is missing – what happened next to the lads' Landy?

*Pete Martin*

**ALEX HARLEY REPLIES: When we got back to UK and our base in Aldershot we were all subject to change. The unit had been overseas for over a year and in a desert setting; now it was back to the Cold War. I had been in the Parachute Brigade for coming up to three years by then and for career reasons had to be posted to another part of the Army – the same for Ian Fowler.**

**The two gunner drivers remained in the unit, but as I recall, both were sent off for career enhancement courses and Harry R was posted back to his Regiment, the Royal Electrical and Mechanical Engineers (REME). We all wanted to reimburse our costs and so selling the Land Rover quite fast was important. We thought a vehicle auction would be best and quickest.**

**At that time there was a disused, or semi-used, airfield at a place called Blackbushe; I think on the A30 and not far from Farnborough. The disused airfield was also used for vehicle sales/auctions. So having quickly cleaned and tarted up the vehicle, we sold it there.**

**The sale sum I really can't remember, but somehow a figure of £800 comes to mind. What happened to our vehicle subsequently I do not know. What I do know, is it was very loyal to us.**

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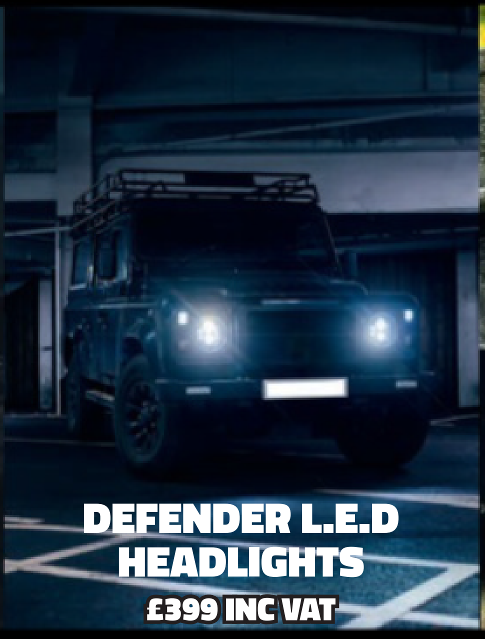

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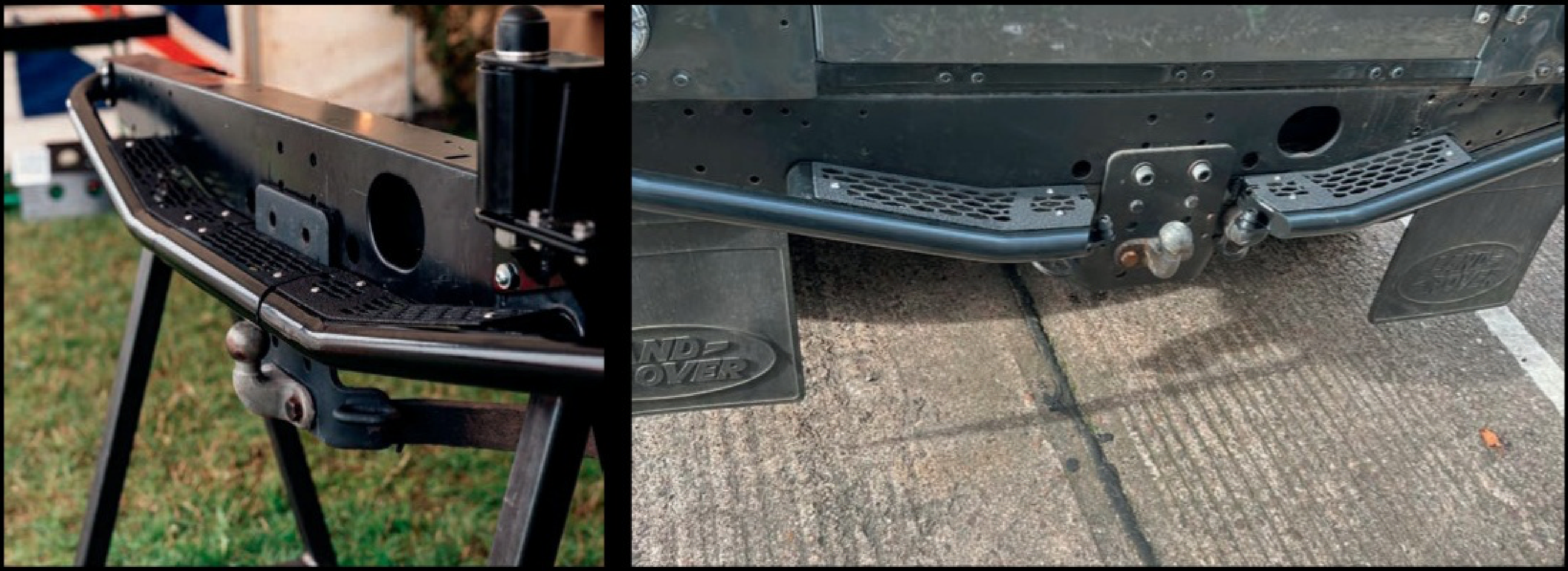

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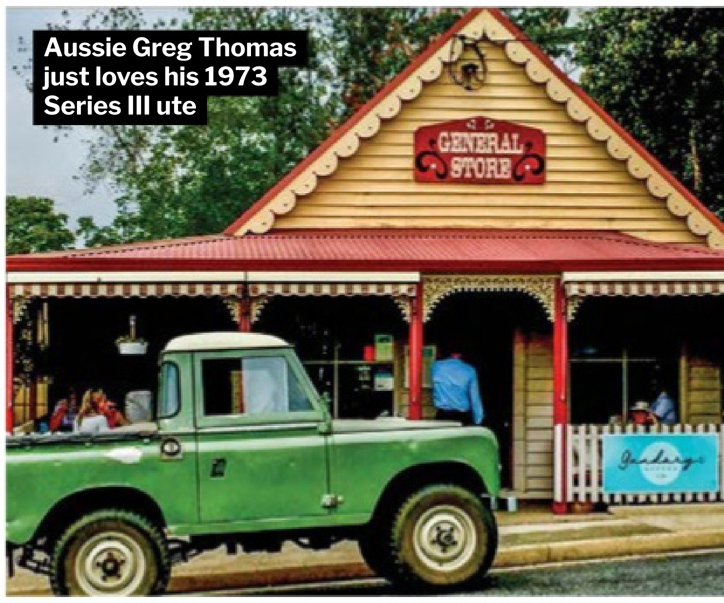
Rainer Thiel taking on Scotland in his Series III and an Eriba Puck caravan

Eric and Ilse Claes love their new Defender. Here they are pictured with Eric's sister Nicole and Syd on the beach at Westkapelle, the Netherlands

Jasper Cloete out in the Stellenbosch hills, also known as wine country. Is that why our Editor studied there?

David Ross having a great day out on the Perthshire Highlands

Martin and Angela Shaw out laning in Wales



Aussie Greg Thomas just loves his 1973 Series III ute

Peter Lawrence was lucky enough to take a ride in the the most famous Land Rover in the world, HUE 166

Red Pagin's 90 at the LRD Landy Fest in Cornwall

David Lewis and his Series III on the stunning Pembrokeshire coast

→

# YOUR PICTURES

Jack Alenzo and family pose proudly with their favourite car

Paulo Baltazar does love a sticker or six

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# PRODUCTS

## JUMP-STARTER

**PRICE:** £119.94 **CONTACT:** Lasertools.co.uk

EVERY Land Rover needs one of these, a compact emergency engine starting power pack. It has lots of extra features, including a bright LED light and two USB output ports for charging mobile phones. Will jump-start diesel engines up to 3.5 litres and petrol engines up to 4.5 litres.

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Reverse

## KEYRING

**PRICE:** £3.99
**CONTACT:** Britpart stockists

ALWAYS losing your marbles… And keys? Well, at least your keys will be safe with this bright Britpart embroidered keyring. Just 'insert for adventure', they say…

## JERRY CAN SPOUT

**PRICE:** £22.50
**CONTACT:** Britpart stockists

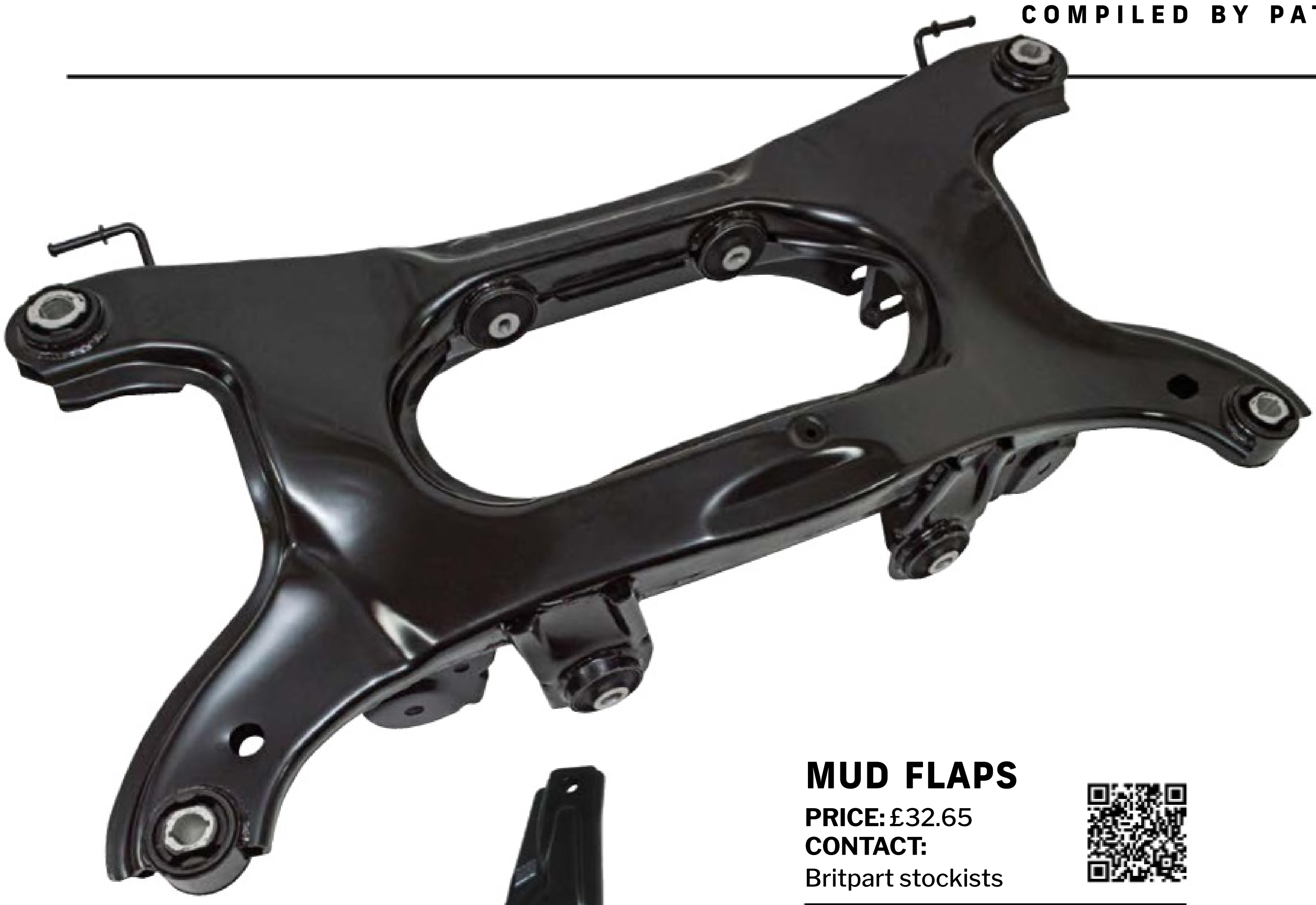
IT is the most frustrating thing, trying to empty a jerry can into your fuel tank without the correct spout. This one has a flexible pipe, doesn't leak if properly attached, and has a breather.

MUSTO
LAND ROVER

## ROVER BROLLY

**PRICE:** £45 **CONTACT:** Britpart stockists

THE rainy season is upon us, so you might want to impress that special person in your life by offering shelter under your brolly. The stylish Musto Land Rover Urban Umbrella can be stored dry side out, and is designed not to turn inside out in the wind.



## FREELANDER 2 REAR CROSSMEMBER

**PRICE:** £695
**CONTACT:**
Britpart stockists

NO Land Rover lasts forever. While the Freelander 2 is definitely one of the most popular Land Rovers ever, they are of the age where you might want to look at replacing the rear crossmember.

## MUD FLAPS

**PRICE:** £32.65
**CONTACT:**
Britpart stockists

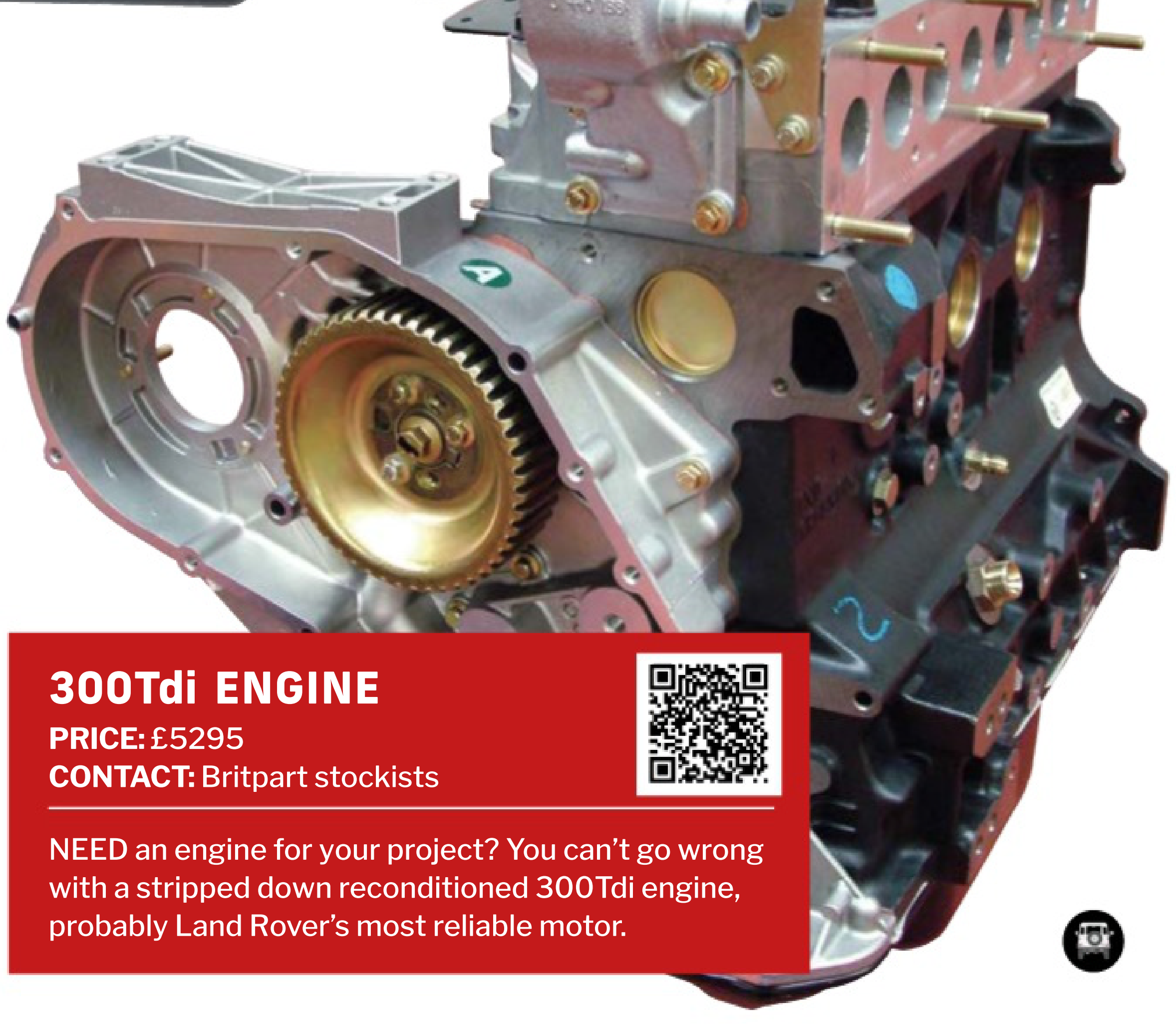
THESE new Discovery 3 and Discovery 4 rear mud flaps have been partially painted with Anthracite, so they should last a good while.

LUCAS
Authentic Classic Range

## RRC STEERING LOCK

**PRICE:** £75.50
**CONTACT:** Britpart stockists

THIS Lucas steering lock assembly is for Range Rover Classics produced between 1992 and 1994. Lucas has a strong reputation in the Land Rover classics industry for producing parts that last.

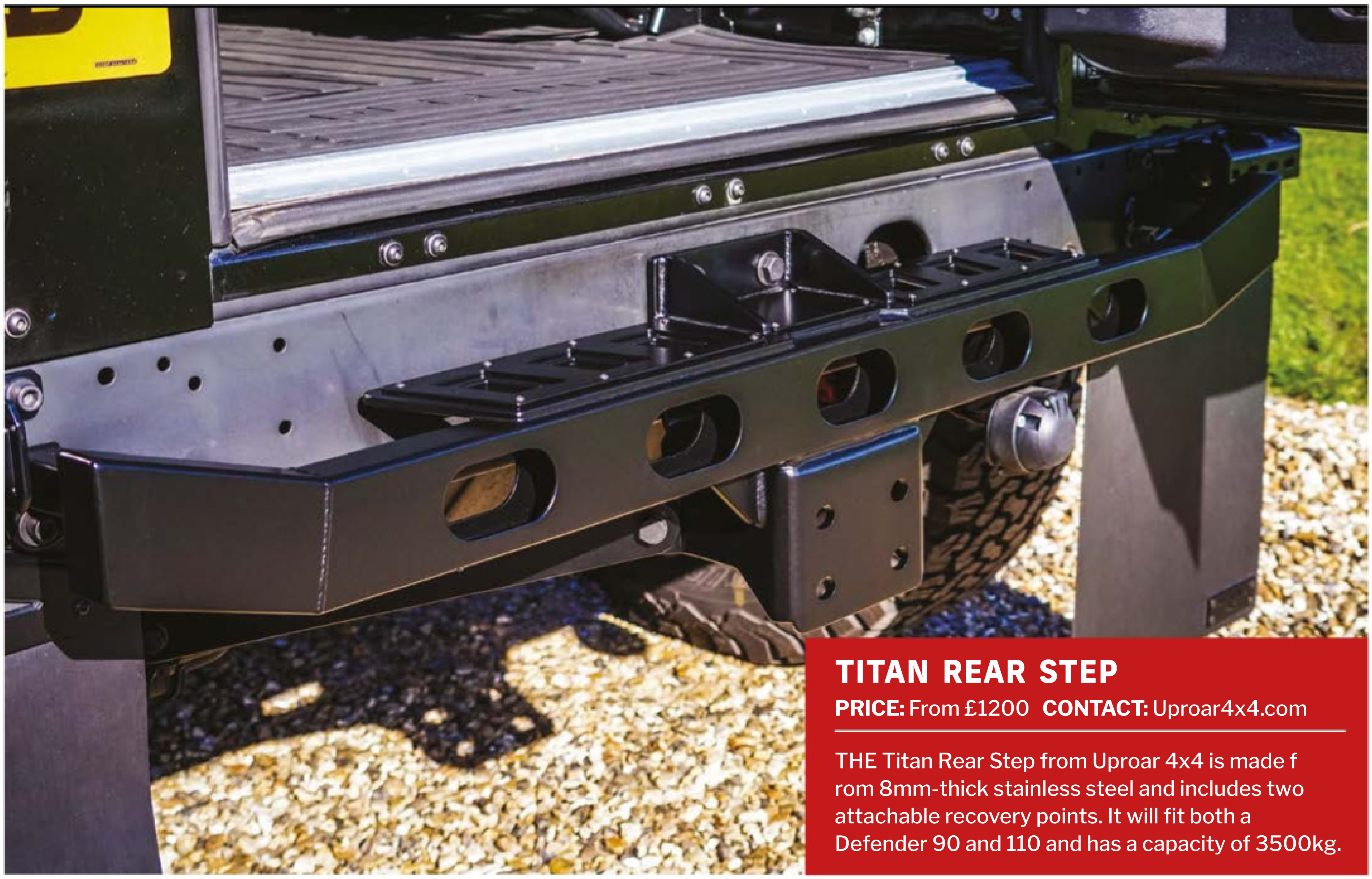


## 300Tdi ENGINE

**PRICE:** £5295
**CONTACT:** Britpart stockists

NEED an engine for your project? You can't go wrong with a stripped down reconditioned 300Tdi engine, probably Land Rover's most reliable motor.

# PRODUCTS



## TITAN REAR STEP

**PRICE:** From £1200 **CONTACT:** Uproar4x4.com

THE Titan Rear Step from Uproar 4x4 is made f rom 8mm-thick stainless steel and includes two attachable recovery points. It will fit both a Defender 90 and 110 and has a capacity of 3500kg.

## SPOILER ALERT

**PRICE:** £225
**CONTACT:** Britpart stockists

THE new Defender aftermarket accessories market is growing fast. This is a gloss black spoiler for models from 2020 onwards.

LAND ROVER

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# CHRISTMAS GIFT GUIDE

IT'S BEGINNING to look a lot like Christmas and if you're stuck for present ideas for the Land Rover lover in your life then look no further – our festive gift list will make your Christmas shopping stress-free.

We've come up with some fantastic ideas for presents, whatever your budget, or whoever you are buying for. Our Christmas gift ideas have something for everyone – as long as they're not on the naughty list.

## WHEELCOVERS

**PRICE:** £99 **CONTACT:** melvillandmoon.co.uk

WHEEL Covers for Standard Land Rover. Size: 235/85/R16. Please enquire for different size options. Available in Sand (pictured) or Charcoal.

## EVANDER WOOD RIM STEERING WHEEL

**PRICE:** £269.77 **CONTACT:** exmoortrim.co.uk

CLASSIC styled Beech wood wheel with solid rivets and polished to a good old fashioned car finish. This timeless design enhances the interior of any Defender or Series 3. Machined from solid billet T6082 aluminium and anodised in a satin black finish. Designed & made on the edge of Exmoor specifically for 'The Land Rover.'

## MACHINED BILLET ALLOY PARTS

**PRICE:** Wiper, Indicator and Light Stalk switches, £279; Land Rover Defender Locking Peg Surrounds, £85
**CONTACT:** optimill-uk.com

SWITCHES: Fully assembled on original Lucas switch gear, easy to fit and suits all Td5 and TDCi Defender models. SURROUND: Replaces the original plastic surrounds and compliments our locking pegs perfectly (available separately).

Both machined from billet alloy and anodised in a choice of black, grey or silver. Designed and manufactured by Optimill in the UK.

## TREND RS IV PRO FOLDING E-BIKE

**PRICE:** £1700 **CONTACT:** trende-bikes.co.uk

WITH strong looks & chunky all terrain tyres, the Trend RS IV Pro can be used in any urban or trail environment – when you need extra grip on the roads or when you want to go off the beaten track with bigger all terrain tyres and telescopic front suspension. Easy and practical to unfold & fold, in cool colour schemes, it's a real head turner.

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## LEATHERMAN WAVE®+ MULTI-TOOL

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**CONTACT:** whitbyandco.co.uk

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Offer is open to UK residents and closes on 24th December 2022. Gift subscriptions will begin with the February 2023 issue published on 4th January 2023.

## RIFT VALLEY DAY BAG

**PRICE:** £380.00 **CONTACT:** melvillandmoon.co.uk

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**PRICE:** £1595 **CONTACT:** mirider.co.uk

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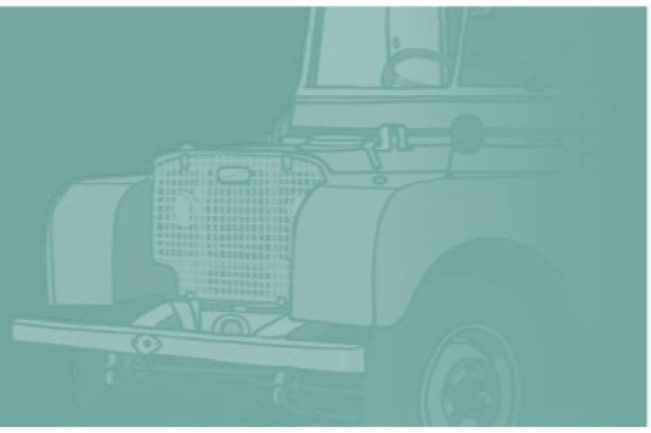
## GARY PUSEY

THE ENTHUSIAST



Award-winning journalist Gary Pusey is co-author of *Range Rover The First Fifty*, trustee of The Dunsfold Collection and a lifelong Land Rover enthusiast.

# Landys at the Revival

I went to the Goodwood Revival in September, the first time I've been for several years, what with Covid and other distractions. I was looking forward to a full-on petrolhead day out and excited to be meeting a few old friends I haven't seen for a long while. I was also keen to see how the Land Rover scene at the Revival had changed since I was last there.

It amazes me to think about it, but my first visit to the Revival was over 20 years ago. I didn't go in a Land Rover. It wasn't really the done thing, back then. Apart from a couple of old Series trucks in use as recovery vehicles on the circuit or acting as racing car tow-start vehicles in the pits, you'd have needed to walk a long way through the classic car park before you came across a Land Rover lurking among the shiny exotica.

The big change seemed to happen around ten years ago, when suddenly it seemed quite cool to go to the Revival in a Solihull classic. Since then, every time I've gone I've seen more and more Land Rovers, proving once again that our old Landys really have become blue-chip classics, and often with prices to match.

The other big change came when JLR itself started attending, and I well remember one year when it even had a forward parking area reserved for old Land Rovers and Jaguars, with an adjacent exhibition stand and a free coffee and pastry if you presented your keys. It was actually rather nice to be made to feel a bit special.

I think it was the year that JLR announced its new Classic Works business, which was also the moment in time when the prices of factory-restored early Land Rovers and Range Rovers started to rocket through the stratosphere. Proving, of course, that there were people out there willing to pay £150,000-plus for a mint early vehicle with the cachet of a bulkhead plaque declaring it to be a factory restoration.

JLR Classic was exhibiting again this year, although there was no free coffee in the classic car park. In fact, there was no free coffee anywhere, because JLR had decided to cancel its VIP hospitality facilities as a mark of respect to her late Majesty (not that I was invited, I hasten to add). JLR Classic did have Range Rover Chassis Number One on display, as well as four re-engineered original Defenders including the recently announced Works V8 Trophy II. This is the follow-on to the V8 Trophy Camel-lookalikes, and is another limited edition restricted to just 25 vehicles, comprising five 130 double cab pick-ups and 20 90 and 110 vehicles. One of these could be yours at a starting price of £225,000.

Not that you'd have been able to reserve one at the Revival, because alongside each vehicle on the stand was a poster announcing that JLR had 'taken the difficult decision to cease all commercial programmes at Goodwood Revival 2022'. This probably made the Revival a tough gig for the two JLR chaps on the stand, who were unable to talk to show goers who might have been keen to talk turkey. But anyone ordering one would only have been adding to JLR's order book, which is currently standing at a mind-boggling 205,000. A backlog of that scale will certainly take some time to clear, as and when the company can buy the parts it needs to build its cars.

> **"The big change happened around ten years ago, when suddenly it seemed quite cool to go to the Revival in a Solihull classic"**

JLR wasn't the only company offering high-end Land Rover conversions, limited editions, and other rarities. Examples of JLR's own late-production special editions such as the Adventure and Heritage were evident, but I also spotted displays of highly bespoke Land Rovers by Twisted, Rennsport, Nene, and Landroid. There may well have been others that I missed during my walkabout, but what they all had in common were windscreen stickers or for sale notices that either said 'POA' (I always think this is shorthand for 'if you have to ask, you can't afford') or had numbers with a lot of noughts after them. Once again, it made me wonder how long the bubble for tweaked and ultra-expensive Defenders will last before it goes the way of all bubbles. Or maybe it's here to stay.

Ineos was also present with a stand and was displaying two pre-pro Grenadiers and a new range of adventure clothing. Shortly before the Revival, Ineos had announced its first Global Media Drive, a significant milestone on the road to launching the Grenadier and delivering the first production vehicles to customers. The media drive is the time when the men and women of the world's motoring press get to drive the vehicle extensively for the first time, both on- and off-road.

Nevertheless, Ineos says that customer deliveries will definitely start by December, which means that a number of buyers are likely to have taken delivery before the press get to drive the car. That's possibly a first in modern automotive history but, commendably, INEOS is determined to stick as close as it can to the delivery timeline it promised its early customers.

And who will be getting the first Grenadier off the production line? That will be Sir Jim Ratcliffe himself. As my source at INEOS told me, and probably only slightly tongue in cheek, "it might be a career limiting move if Sir Jim didn't get the first vehicle"!

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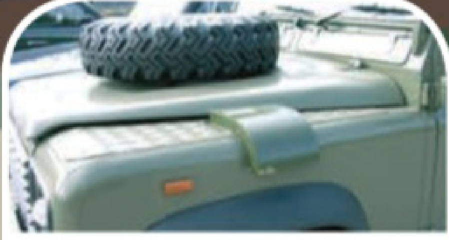

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## THOM WESTCOTT

ROVING REPORTER

Thom is a British freelance journalist who has written for *The Times* and *The Guardian*, and now mostly spends her time reporting from Libya.

# Newbury newbie

"NEWBURY Spares Day tomorrow! Gonna p*ss it down though. Well, hopefully it puts a few punters off so I can scoop up the bargains." When this message from my Land Rover friend Leo pops up on my phone, it's not the rain I'm thinking of but rather the increasingly strong feeling that I would like to take the Lightweight back to its former canvas-backed glory.

I loved the battered old canvas tilt but, back when I was living in central London, it was no longer ideal once I realised how impossible it was to run a Land Rover without having a raft of tools permanently on board. When someone slashed the canvas with a knife, it was the final straw.

So I bought a (cream-coloured) hardtop from somewhere and spray-painted the outside matt black and the inside matt grey on the doorstep of a friend's house, using endless cans of cheap spray paint and intoxicating myself and those in the upper flats in the process.

I sold the roll-bar I had custom-made out of scaffold poles in Devon and, over time and through carelessness, lost both track and ownership of the canvas, the original split tailgate and all the hood sticks and metal accoutrements.

Somewhat incredibly, in 17 years of Lightweight ownership, I have never actually been to the Newbury event. This could be the year.

The Fella is also after a cubby box lid for his Discovery 3, the fabric of which has perished, splitting it open in multiple places and apparently making it most uncomfortable to lean on. My suggestion of gaffa-taping it over was not well-received, nor was the news – when I popped into Brookwells to enquire – that a replacement part was well over £200.

Leo and I exchange a few messages. As a regular attendee, he cautions that there are "limited Disco 3 parts" but says I might get lucky with the canvas framework, adding the sensible caveat that it's a long way to go for one item.

The Fella is up for it until he realises I'm planning to go in the Lightweight. "Hang on, you mean in your Land Rover? Oh no. No, no, no, especially not if it's raining!" he says. This is a complete reversal of earlier this year, when my suggestion of a little light off-roading had him recoiling in horror when he realised I was suggesting so-doing in his Discovery, saying, utterly incredulous: "Hang on, you mean in my Land Rover?"

When he says the Lightweight is fine "for popping down to the shops," I take brief but serious offence but, glancing over at his six-foot-something frame uncomfortably folded into the passenger seat, I appreciate three hours there and back in such a position wouldn't be the nicest ride.

> "When someone slashed the canvas with a knife, it was the final straw"

So the Discovery it is. And, as we're driving down the M4, we are clearly not the only ones. The M4 is like Disco Lane. There are Discoverys to the left of us, Discoverys to the right of us, with an old model trundling along in front bearing a Cornish sticker and its driver dressed in military fatigues. Oh, and what's that coming up behind us? Another Disco, of course. They can't all be going to Newbury but a fair few must be, and it's really heartening to see how many young chaps are behind the wheels of the older models.

The closer we get to Newbury, the heavier the rain, but there's a strip of blue sky ahead that, as we pull into the field, opens into gentle sunshine. We park up near what looks like Leo's lovely 110, a suspicion enhanced by a glance into its somewhat chaotic interior.

Newbury Spares Day is as exhausting as it is wonderful, with an unbelievable quantity of stalls and the most superb array of vehicle components and random items. I pause at likely-looking stalls to enquire about hood sticks for a Lightweight but have no joy. Eventually another punter inspires hope by telling me there's a set further up the field for £300. It takes an absolute age to track them down but, when I eventually I do, my feet become rooted to the spot.

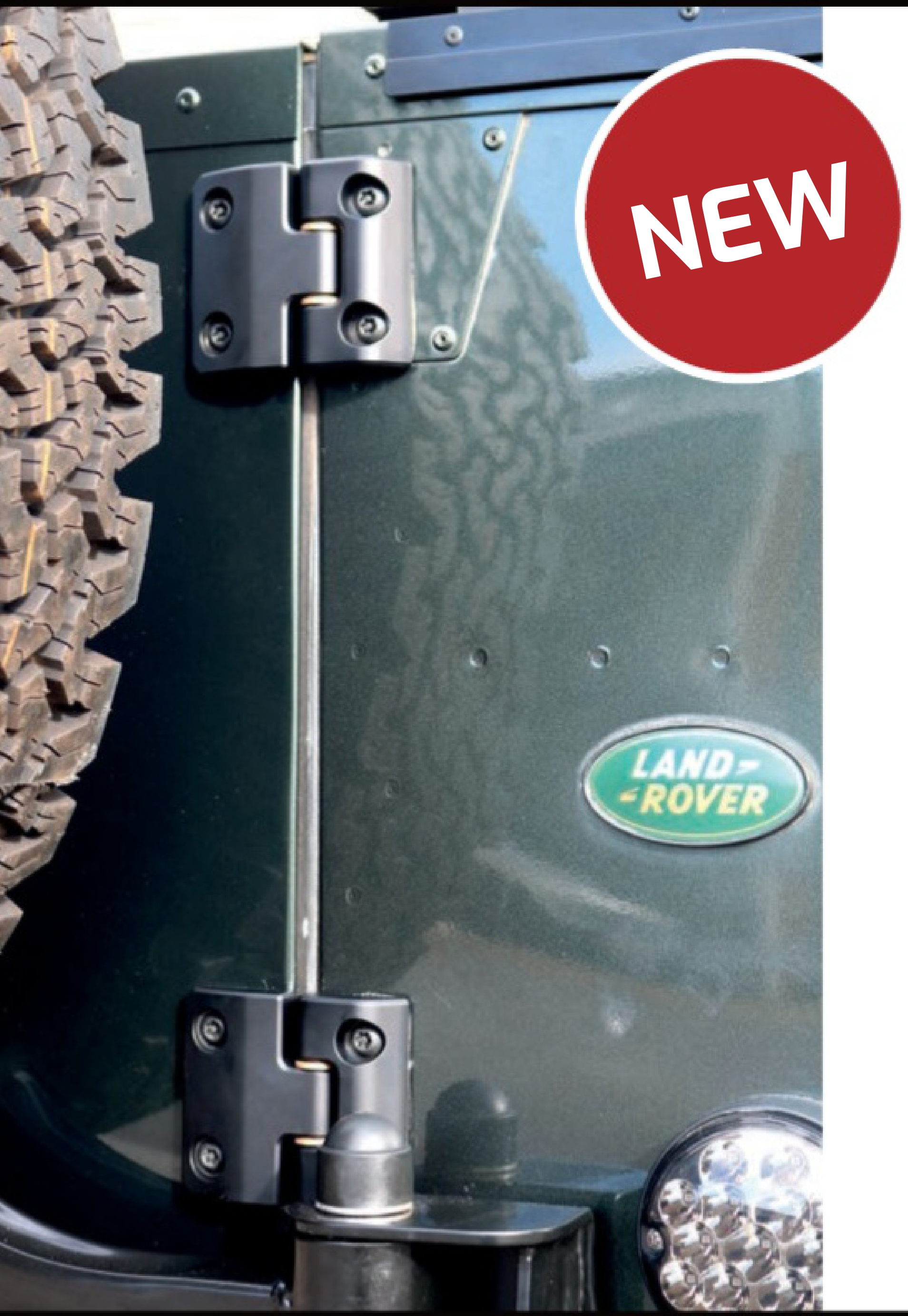
It's the full set, complete with door sides and tops, and the strip that runs across the windscreen the original of which, I realise, I must have ripped from its rivets all those years ago. The only flaw is that one of the supporting lengthways bars to hold the hood sticks in place is short and will need an extra bit welding on. The seller is a great chap called Nigel, a fellow Lightweight owner, so we commence a protracted but brilliant chat about all things Lightweight. The Fella grows bored and wanders off to explore the rest of the stalls in the quest – which remains unfulfilled – for that cubby box cover.

When he eventually returns, he's ready to leave and I've tarried with indecision long enough. I strike a deal with Nigel for the hood stick set and a rather battered under-bonnet tool box he had picked up early that morning. He also very kindly agrees to give me his email address. He is so knowledgeable about Lightweights, I'm sure he would be a great troubleshooting contact for the future.

When we reach the car park, laden with our spoils, Leo – who is refreshingly nonchalant about phones – replies to my morning text. He's still hunting out bargains but I was right, that was his 110.

PREMIUM

# BILLET ALUMINIUM



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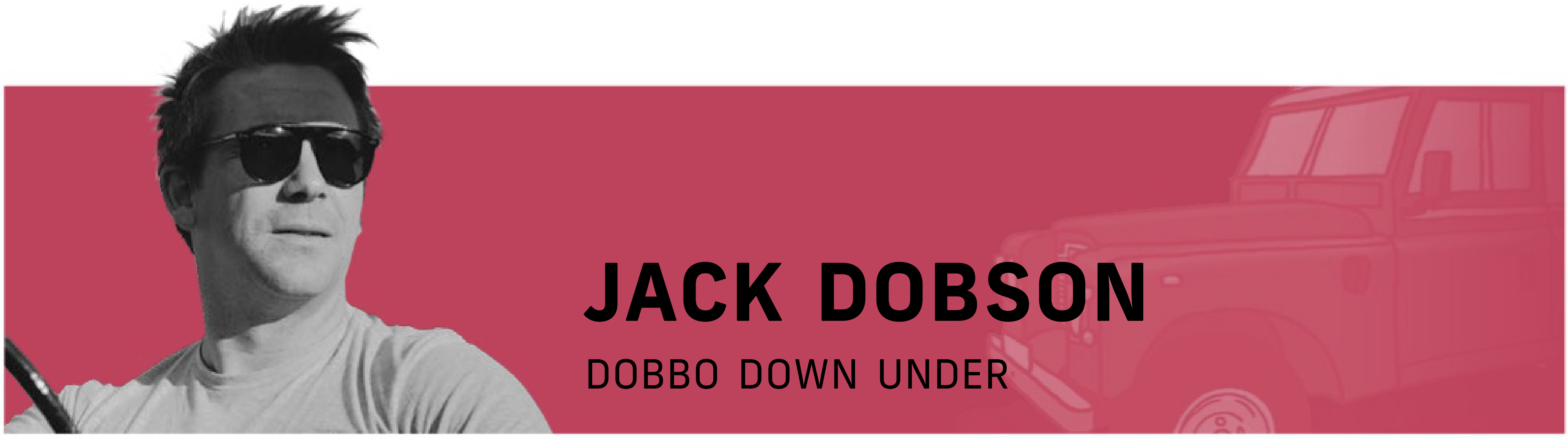

## JACK DOBSON

DOBBO DOWN UNDER

**When Brit Jack Dobson emigrated to Australia in 2010 he took his passion for Land Rovers along with him.**

# The secret of satisfaction

“I’LL build up the trayback in a couple of days.” That’s what I said a few weeks ago and I honestly believed it at the time. Have I learnt nothing? I am sure we all do this… Lie awake at night mapping out our various Land Rover projects, forecasting cost and time. Do any of our estimates ever come close?

Back story on the project, it’s a 1968 109in trayback. I bought it just over a year ago with the intention of breaking it for spares (save for a couple of bullet holes, it has near perfect front wings and a truck cab that hasn’t suffered a stampede). A couple of months ago my dad visited from the UK and we thought it might be fun to see if we could get the thing running.

It really didn’t take much and dad gave the poor thing a bit of a freshen up, including some Jack Oliver Dobson signwriting. I started to grow attached and it has actually been useful for shunting vehicles around owing to its huge roo bar and use as a mobile platform when I installed my shop signage (balancing a ladder across its rotten rear tray was fun).

I started to consider whether I could make it roadworthy (whilst keeping the patina) and actually use it as a shop truck. Traybacks have a great carrying capacity and, in its slightly weathered state, I wouldn’t have to worry about scratching it.

I’ve mentioned previously, a decent rust-free chassis came up for sale and over a couple of weeks I set about building a rolling chassis complete with engine and drivetrain from the parts bin. I’m a bit of a hoarder, which meant I had almost all the bits needed to create something really quite well sorted.

With the chassis complete (and taking up valuable space in my workshop), the next phase of my plan was simple, I would migrate the bodywork across over a two-day window. Easy, huh?

Of course what I didn’t factor in was the discovery of significant rust in the bulkhead. Whilst I knew there were areas that needed some attention, I was blissfully unaware how much needed to be dealt with. It needed new footwells, door pillars and supporting feet, plus a multitude of other random rust holes.

Then there is the question of paint. I wanted to keep the patina that so many people harp on about, but with the extent of repairs needed little of the original paint remained. I soon made the decision that I would have to repaint the entire bulkhead. A trip to Bunnings (a large chain of hardware stores here in Australia) ensued and I found myself selecting a range of rattle cans with various shades of weathered limestone. I realise now, it is incredibly difficult to colour match faded paint. The issue is consistency – naturally the exterior tends to be more faded than the interior, so do you try to capture that?

> **“There is something so rewarding about bringing something back to life like this”**

I ended up with a bit of a compromise (in other words, neither interior nor exterior quite match my Bunnings limestone). Several people have suggested I try to artificially weather the new paintwork with various scrapes and scratches, but that all strikes me as going a bit far. Hopefully I have found a good balance and I’m sure when the Land Rover is assembled most people won’t notice the bulkhead, and if they do, is it so bad having a rust-free one?

It’s been a real passion project reviving this Land Rover. There is something so rewarding about bringing something back to life like this. Doubtless, had I not taken it on, then it would have been broken for parts or would have remained languishing in a farmer’s shed. I’m not sure how much longer it will take to finish but I’m confident of completion before the end of the year.

My V8-powered IIA has not seen much action this last month because she’s been sat in someone else’s workshop having her engine tuned and tweaked. He took his time, but my goodness his efforts have made a big difference.

The carburettors have been rebuilt, the ignition timing adjusted and just a few other minor bits of fettling undertaken. I think I know my way around that Landy pretty well (I’ve had it 25 years) but there was definitely a huge amount of value getting someone with a fresh pair of eyes to look over it. Very politely, the mechanic pointed out several issues I really should look at addressing. They were all things I was aware of but had become blind to. No excuses now.

As Land Rover enthusiasts I think it’s inevitable that we become very good spotters, pretty attuned to where one might be resting. Whenever my wife and I go on road trips out in the country, she always notices me peering into any properties that have an array of old farm buildings and derelict farm equipment. There always seems to be at least one decaying Land Rover.

Well, yesterday’s spot was right on my doorstep, less than a minute from my workshop – a 1955 Series I 107in. I must have driven past it hundreds of times and not noticed until yesterday. Does it need saving? Quite possibly. Will I be its saviour? I actually don’t think so. Not this time.

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## TOM BARNARD

MARKET NEWS

**Tom Barnard is an author, veteran motoring journalist and *LRM*'s market guru**

# No accounting for taste

WE all have different tastes, which is just as well. For example, I'm eternally grateful for the invention of headphones to save me from the pain of hearing my teenage sons' music, and Mrs B quite likes bald men, which means I don't have to fly to Turkey to have armpit hair transplanted to cover my thinning thatch.

There have been a couple of Range Rovers for sale which show that taste is a very subjective thing, too. First up was a 2005 Range Rover Sport which the professional celebrity Katie Price – aka Jordan – had bought in 2005 and sent straight off to Fantom for the addition of a body kit, smoke chrome wheels and a pink paint job. This would presumably make it easier for paparazzi and the police to spot her. She certainly had run-ins with both while behind the wheel.

Poor Katie ran out of reality show appearances which seems to have resulted in her TDV6 HSE skipping some of its essential maintenance. The owner who apparently bought it after Ms Price was declared bankrupt in 2019, had to spend £7333 to get it working properly, with a stack of invoices for various belts, a replacement gearbox, front lower arms, rear handbrake module, glow plugs, front discs, pads and wheel bearings, new battery, anti-roll bar links and lots more.

The dealer selling it now suggests that it would be 'perfect for promotional activities and prom night transport'. It could be yours for just £9000 – which seems to be about double the going rate for a standard car in a less rosy hue.

Another car popped up in my searches which was a reminder that eye-catching mods to Range Rovers are nothing new. A Welsh classic car dealer has a 1974 Range Rover for sale which was converted when new by posh pimpers Wood & Pickett.

The most striking part of the car is the front end, which was given a four headlamp conversion hidden behind what looks like a slanted BBQ grille that also manages to hide a Fairey winch. There are a set of 1970s stripes on the side too, which actually look great now but did well to survive the years when they would have been the height of naffness.

The inside is far more tasteful, with extras which were only found on exotic cars at the time, such as air conditioning, electric windows and leather trim on the seats and dashboard. There's also gun storage, a roof rack and row of additional gauges in front of the passenger.

> **"I've been in this business long enough to remember a few trends go full cycle"**

The car was supplied new to Carawagon and was due to become a camper, but somehow made its way to Wood & Pickett instead, perhaps after a deal was done to skip the long waiting list for Range Rovers at the time.

The car needs restoration and recommissioning but seems to be basically solid. The asking price of £25,000 seems reasonable to me, especially since restored standard cars from the same era are at least £50,000. It would certainly stand out at a show, although perhaps not as much as Ms Price's old pink Sport.

It's not just conversion companies like Wood & Pickett or Fantom who tinker with Range Rovers, of course – we're all at it. And while we love to do the occasional upgrade when the cars are a few years old, it can come back to haunt you later on.

Witness the phenomena of the P38. When the 2000 onwards facelift came along, owners realised they could make their old cars look like the latest model just by investing in a new set of lights and dateless registration number. As a result, the orange lenses – nicknamed 'gingeicators' – were almost worthless. At every autojumble there would be piles of them in the 'Everything £1' bin.

Now the prices of good, original P38s are starting to rise, buyers are looking for originality and the rare cars which still have the correct look for their year are very sought-after.

Russ Knight from Gloucester Landrover said: "I've been in this business long enough to remember a few of these trends go full cycle. P38 owners would want the lights changed and would throw out the velour interiors in exchange for leather seats they'd bought secondhand. Now the orange lamps are going back on and the cloth seats are sought-after. I'm wondering how long it will be before a chopped Range Rover Classic owner comes in and asks how much it would cost to unbobtail his old off-roader."

So, before you throw out those outdated parts, just see if there is a corner of the garage or loft you can stash them in, just in case the next owner doesn't share your enthusiasm for upgraded parts.

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## RICHARD HALL

NORFOLK GARAGE

# Wheeling and dealing

WHEN I was made redundant from my last job back in 2004 I decided to try to make a living from buying and selling older Land Rovers. Internet auction sites had started to take off and it was quite easy to source promising-looking vehicles at sensible money. In my innocence I thought that all I would have to do was give them a good clean, maybe repair a couple of minor defects and then sell them on at a profit.

I still have the invoices from all those early vehicle sales and it is not hard to see why I ended up burning through my redundancy money so quickly. A Series III 109 V8 (bought for £1500) needed a full engine rebuild (including a reground crankshaft, new camshaft and followers) and replacement wiring loom to bring it up to scratch: it sold for just over £3000. A very solid old six-cylinder 109 for just £350 should have turned a profit for me: once I had persuaded that one to run I found that it jumped out of every gear except reverse. The £1700 selling price had to cover the cost of a gearbox rebuild, new clutch, radiator, a bit of bulkhead welding and a comprehensive front axle overhaul, so once again I went hungry.

I gambled all my remaining cash on a newer vehicle, an ex-farm Defender 300Tdi which turned out not to have been serviced since it left Solihull and needed pretty much everything replacing. It was absolutely filthy inside and out and took me a week to clean, and after all that effort it hung around unsold for ages until I finally accepted an insultingly low offer just so that I had enough money to pay the rent. Looking back on this period I am astonished that I managed to keep the business going.

The problem I faced was very simple. I wanted to sell vehicles in good usable condition with no significant faults that I knew about, but the vehicles I was buying had (like most workhorse Land Rovers) been run into the ground on minimal maintenance. Old Land Rovers in the mid-2000s were still seen as cheap, almost disposable vehicles and few people were prepared to pay good money for one. So by the time I had prepared a vehicle to what I thought was an appropriate standard, it had usually cost me more than the market was prepared to pay for it. Eventually I gave up dealing in vehicles and concentrated instead on repair and restoration work.

Since those early days I have only very rarely offered vehicles for sale. A couple of times a year I have an existing customer ask me whether I can find a new home for their Land Rover. Usually it is a vehicle that I have been maintaining for a while, so I know its good and bad points, and generally find that I have to do little more than give it a good clean, advertise it and wait for the phone to ring. Any pre-sale work needed will be agreed with the seller and the cost deducted from the sales proceeds, so although I only take a small commission on the sale, I do not bear the risks that go with buying a vehicle to sell on.

Not too long ago I was contacted by a former customer who was emigrating and wanted some help selling his old Ninety. Way back in 2007 I had put it on a new galvanised chassis for him and fitted a Discovery 200Tdi engine in place of the old 19J turbodiesel. It was the first chassis replacement I had done on a coil-sprung vehicle, and probably only the second or third Tdi conversion. He had gone to work overseas in 2010, leaving the Ninety parked in his garage where it had stayed ever since. He was now in the process of selling his house and needed the vehicle moved. Remarkably he had fitted a new battery, turned the key and the engine fired up straight away, but the clutch was seized and the vehicle needed a bit of attention before it could be put back on the road.

I hitched up the transporter trailer to my trusty (mostly rusty) Discovery and had an

ILLUSTRATION: IAN WEST PICTURES: RICHARD HALL

Ninety sees daylight for the first time in 12 years

300Tdi: a week's worth of cleaning and polishing, and still no one wanted it

**Richard Hall bought his first Land Rover, a Series III, just after his 18th birthday and has since owned, maintained and restored these vehicles for over 30 years now. He runs a small Land Rover repair and restoration business in Norfolk and every month he lets off steam in *LRM*.**

entertaining hour or so trying to extract the Ninety from its resting place. The garage was tucked away in a corner and I couldn't back the trailer close to it, but eventually the owner and I managed to free the beast from its lair and I soon had it back at the workshop, fitted with a new clutch master cylinder and able to move under its own power. I then jet-washed 12 years' worth of dust, debris and bird droppings off it to see what lay underneath.

First impressions were good. As well as a galvanised chassis the vehicle had a good solid bulkhead, stainless steel exhaust system, various new suspension components and a half-decent set of seats. The vehicle started easily and ran well, all the electrics still worked (which astonished me) and although the front discs had a coating of surface rust, front and rear brakes were unseized, free of leaks and just needed flushing through with fresh fluid. The water pump pulley had rather too much play in it but I was planning to change the timing belt anyway, which involves removing the pump. The only other fault I could find with it was the steering.

The vehicle was fitted with power steering, most likely the original steering box from 1987. It turned right with no great effort, but when trying to turn left there was initially no power assistance. It felt to me as though a control valve was sticking or partly obstructed: in all other respects the steering box was fine, with a smooth action and minimal play in the straight ahead position.

The quickest way out was to fit a reconditioned steering box, but I have had a few of these fail over the years, developing fluid leaks after a fairly short time. After having three warranty failures in a row from three different suppliers I now have to tell customers that I will not cover the labour for replacing a reconditioned box if it fails within the warranty period. I much prefer to fit brand new steering boxes where the customer's budget allows it. But I have always been curious to see what is inside a power steering box, and this seemed like as good a time as any to pull one apart.

There are three types of power steering box which you might find on older Land Rovers. They can be easily identified by the number of bolts holding down the top cover: three, four or six. The oldest type is the Adwest Heavyweight (three-bolt) box, used on the original Range Rover Classic from 1971 and fitted to some early Ninety and One Ten models. Next is the six-bolt Gemmer box, which seems to have been standard fitment on most Ninety and One Tens from around 1984 to the early 1990s. Finally we have the four-bolt Adwest Lightweight, probably the most common type being used on later Defenders, Discovery 1 and 2, and the only box still available new today.

The three types are interchangeable to some extent. The three-bolt box has different pipe fittings to the other two, and the six-bolt has a slightly different drop arm: a four-bolt arm will slide onto a six-bolt shaft, but the shaft splines only fit halfway into the arm. This particular Ninety had a six-bolt box so I read through the relevant pages in the factory workshop manual, removed and cleaned the box and set about dismantling it.

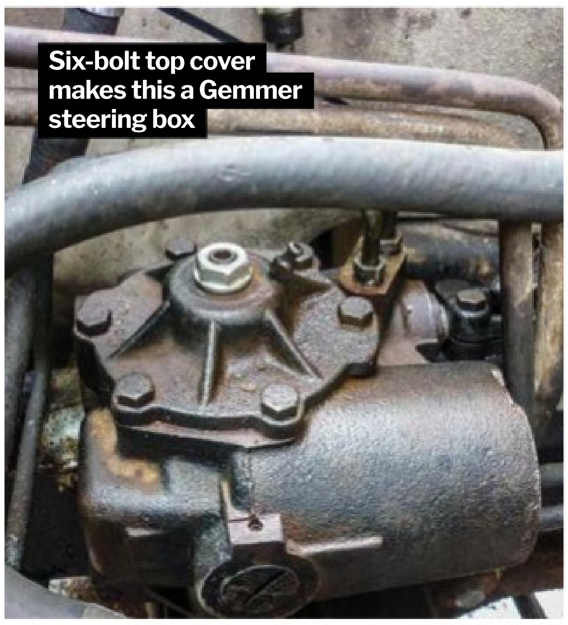
The first obstacle was the need for a couple of very large external hexagon sockets to remove the end covers. I rummaged around and found a couple of suitably dimensioned nuts which I welded to old half-inch drive sockets, and after that the whole thing came apart with remarkable ease. The steering box turned out to be a very simple device with few components, all of which appeared to be in good condition. I replaced all the seals and gave everything a thorough clean, paying particular attention to the control valve passages which were all blown out with compressed air.

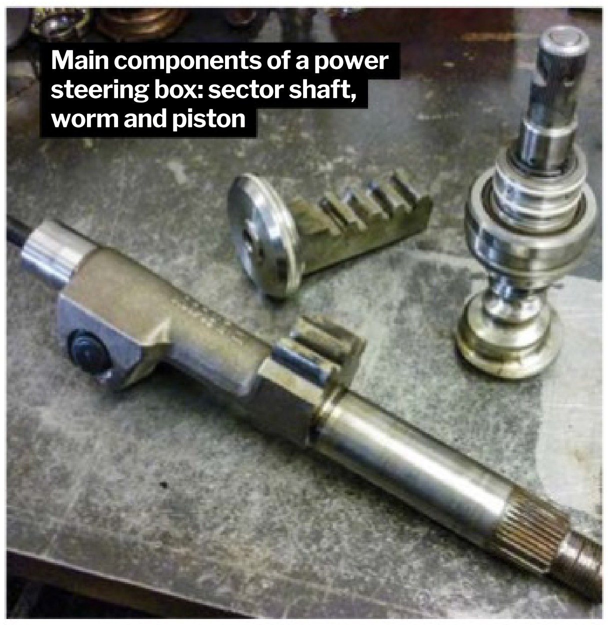
Reassembly progressed smoothly up to the point where I tried to fit the retaining circlip over the sector shaft seal (the one at the bottom) and found that I could not compress the seal enough for the circlip to snap into its groove. In the end I made another special tool – an old transfer 'box drive flange with the internal splines ground off. This slid over the sector shaft, was just the right diameter to fit over the seal, and I could then use the drop arm nut to gently press the circlip into place.

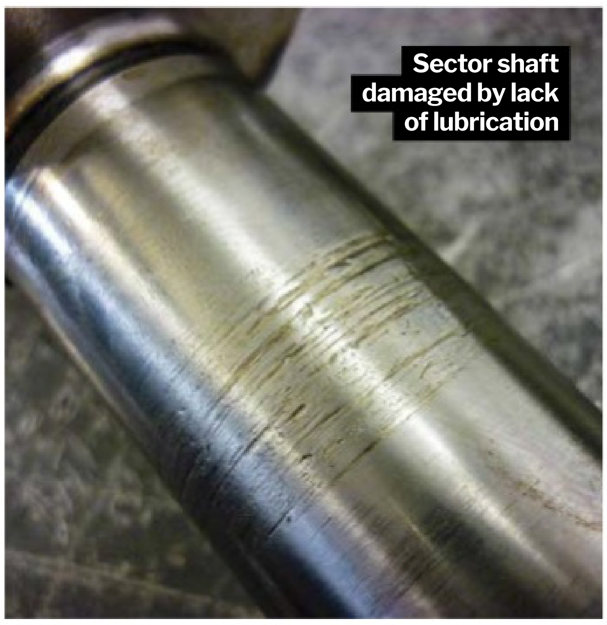
The steering box went back on the vehicle and worked perfectly, with a smooth action in both directions and no leaks, all for the cost of a seal kit and about an hour's work (not counting the time I spent making up tools). I have quite a pile of dead power steering boxes, mostly four-bolt Adwest Lightweights, so I decided to see whether I could perform the same magic on one of those.

Maybe I was just unlucky, but I stripped down three steering boxes without finding enough decent components to build even one good one. The first box had suffered a failure of the long needle roller bearings which support the sector shaft. Bits of needle roller had been distributed through the box and taken chunks out of all the teeth. Box number two didn't have any problem with these bearings as they had been replaced with a plain bronze sleeve: lacking any facility for lubrication the sector shaft had seized in the sleeve and scored the surface. The third box looked more promising until I cleaned up the sector shaft and found that the portion where the seal bears on it had the texture of sandpaper. Two of the boxes had damage to the bearing races on the worm gear – these are machined into the worm and cannot be replaced.

I find it hard to believe that my three boxes are typical of what reconditioners have to work with. A new sector shaft is somewhere north of £200 at trade price, which renders the box scrap if you are trying to retail it at £179.95 including a fresh coat of paint and a year's warranty. I suspect these firms must strip down rather more boxes than they rebuild, and that they have techniques for reclaiming worn components such as sector shafts rather than having to replace them with new. For the time being, steering box refurbishment is not something that I will be adding to the Norfolk Garage's list of services.


Six-bolt top cover makes this a Gemmer steering box


Main components of a power steering box: sector shaft, worm and piston


Sector shaft damaged by lack of lubrication

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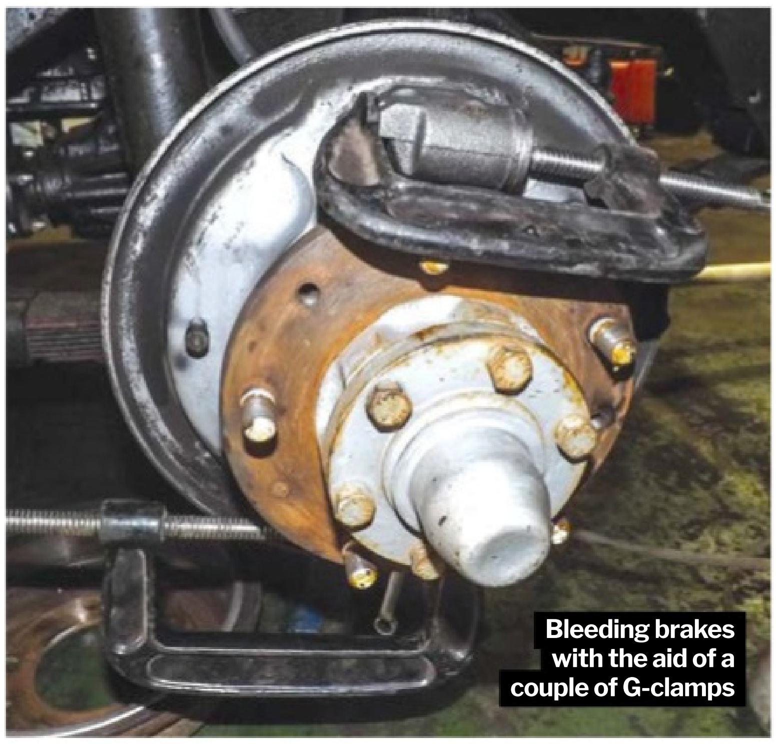
# Brake battle

THERE are a few jobs which I know are going to be an utter pain no matter how many times I do them. Changing the fuel filter on a two and a quarter diesel engine is one such job: no matter how carefully and conscientiously I bleed all the air out of the new filter, fuel lines and injection pump, I just know that when I start it up it will run for about five seconds, cut out and refuse to start again until I have bled the pump at least three more times. The later horizontal DPS pump on the 2.5 diesel is usually a bit better behaved, but if there is a way to change the filter on a vertical DPA pump without air-locking the system I haven't found it yet.

Another job which I never look forward to is changing the brake cylinders on Series vehicles with 11-inch twin leading shoe front brakes. These were fitted to long wheelbase Series vehicles up to 1980, and all Series IIIs after that date. They have two cylinders per wheel with a pipe linking the two, and the bleed nipple on the bottom cylinder, tucked away behind the bottom steering pin housing and hard to get to. The cylinders are easy enough to change, provided that the nuts have not rusted and rounded off, but it is said that the easiest way to bleed them is to turn the vehicle upside-down. The problem is that the bleed nipple is at the lowest point in the system, so air gets trapped behind the pistons on both cylinders and will not find its way out whatever type of brake bleeder you are using.

The way I usually approach these is to bleed them before fitting the brake shoes. I use a couple of G-clamps to wind the pistons right back into the cylinders so that there is no room for air pockets to form, bleed the system as usual, then put a clamp on the brake hose to stop the pistons moving outwards when I remove the G-clamps. This usually works – occasionally a piston will draw air past the seals as it moves out to meet the newly refitted brake shoes, even on brand new cylinders. When this happens I find the air can usually be expelled by opening the bleed nipple, then pushing each piston in turn back into its cylinder (top one first) and holding them in place while using my third hand to tighten the bleed nipple.


Bleeding brakes with the aid of a couple of G-clamps

I had a nice old Series IIA hard top in for its annual service recently. I have looked after this vehicle for several years, and at its last annual service I advised the customer that the front wheel cylinders were all starting to get a bit tired. The dust covers were damp with fluid although none of the cylinders were actually leaking as such, and there was a fair amount of fluffy white corrosion inside the cylinder ends. In advance of this year's service I ordered a new set of cylinders, flexible hoses and shoes. At some point the vehicle was given the slightly wider brakes from a six-cylinder 109. These have the same layout as the standard four-cylinder brakes but the design of the cylinders is not the same. They fit and bleed up in the same way.

At the same time as overhauling the front brakes I fitted an electric vacuum pump to operate the brake servo. I have wanted to try this for a while: the Series diesel engine does not have a vacuum pump, but relies instead on a butterfly valve in the air intake, with a big reserve vacuum tank attached to the inner wing to make the best of the pitiful amount of vacuum that the butterfly valve creates. It was a poor system when new and does not improve with age. Many modern cars use an electric pump to power the brake servo and the price of these has come down, so I bought one (intended for Audis) for £45 which has to be a bargain.

It took me a while to decide on the best way to actuate the pump. I have seen a couple of conversions which use a relay switched by the brake lights – pressing the brake pedal starts the pump. The problem with this is that if you leave the vehicle sitting for a while, the reserve vacuum in the brake servo will leak away. You then fire up your Land Rover, drive off and the first time you have to brake for a junction you find that you have no servo assistance for a few seconds until the pump has had time to restore the vacuum inside the servo. In the end I used two relays – one switched via the brake lights, and the other incorporating a timer (I used a Tdi glowplug relay), which starts the pump as soon as the ignition is switched on and runs it for about 15 seconds to build up vacuum before driving off.

The system worked well, and after carefully bleeding and adjusting the front brakes I had a good firm pedal. But the first test drive threw up a marked tendency to pull to the right on the initial brake application. Under hard braking the vehicle would stabilise and pull up in a straight line, but that first dab of the brake pedal needed a swift correction with the steering wheel to keep the old Land Rover on the correct side of the road. This was clearly not an acceptable situation.

There are several possible reasons why drum brakes might pull to one side. The most common is contamination of the shoes on one side with oil, grease or brake fluid. I had not changed the shoes with the brake cylinders as the shoes on the vehicle were almost new. I swapped them for a new set which made no difference apart from increasing the pedal travel, so I put the old set back on. I bled the system and adjusted the shoes again – no better. The 109 front brakes have adjustable steady posts, the problem with these being they can prevent the brakes contacting the drums squarely, but I could see from the wear marks on the shoes that everything was fine.

The drums had the usual Series wear ridges in them, but no worse than most I have seen. By now, having gone as far as stripping and inspecting the new wheel cylinders and checking the hoses and rigid brake pipes for obstructions, I was running out of things to try. So I swapped the front drums over side to side and found that the brakes pulled even more strongly to the right than before. I ordered a new set of drums: six-cylinder drums were very hard to find for a while but are now back in production. And it turned out that new drums were all the vehicle needed. It now pulled up absolutely dead straight and in an impressively short distance for a 60-year-old Land Rover.

I am still at a loss to explain why the work I did should have caused the brakes to pull to one side when the vehicle had pulled up straight before the work was done. The only thing I can think of was that one of the cylinders on the left side was sticking slightly, masking a rightward pull because of worn drums. But that doesn't really explain why swapping the drums from side to side made the problem worse. Sometimes these old vehicles do things which defy rational explanation: it's all part of their charm, I suppose.

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# THE STARS OF NEWBURY

**Patrick Cruywagen goes Land Rover celeb spotting at the autumn Newbury 4x4 Spares Day**

PATRICK CRUYWAGEN

Only 37 per cent of Newbury's attendees wore hi-vis jackets

You name it, Newbury has it

IF the summer Newbury 4x4 Spares Day is the biggest Land Rover autojumble in the world, then the autumn version of the event has to be the second biggest! It must be good, as Land Rover legend and the man behind the Dunsfold Collection, Philip Bashall, and about a dozen of his friends, arrived early on the Saturday afternoon to set up their trade stands for the Sunday.

Once again, the indoor trading space was a sell-out. Was this because of the predicted rain? Thankfully after about an hour of trading on the Sunday the rain disappeared and the blue skies were back. So too were the Europeans, in their droves. One gentleman from France was on a mission to buy several engines.

You know that when the Houben brothers from Holland attend your event, you must be onto something good. For those who don't know, they are the finest restorers of Series Land Rovers in all of Europe. We even had a visitor from Indonesia, Dr Sil, the man who was responsible for keeping the Land Rovers and human beings in working condition during the Last Overland expedition in 2019. The humble Doc is a bit of a Land Rover celebrity in Asia.

I was on the *LRM* stand when columnist Thom Westcott made an unexpected but pleasant appearance. It was the first time in my nearly ten years at *LRM* that I have met Thom. You just never know what or who you are going to find at an *LRM* Spares Day and the latest autumn Newbury event was certainly no exception.

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The famous Dr Sil (on left) and his friend Tim

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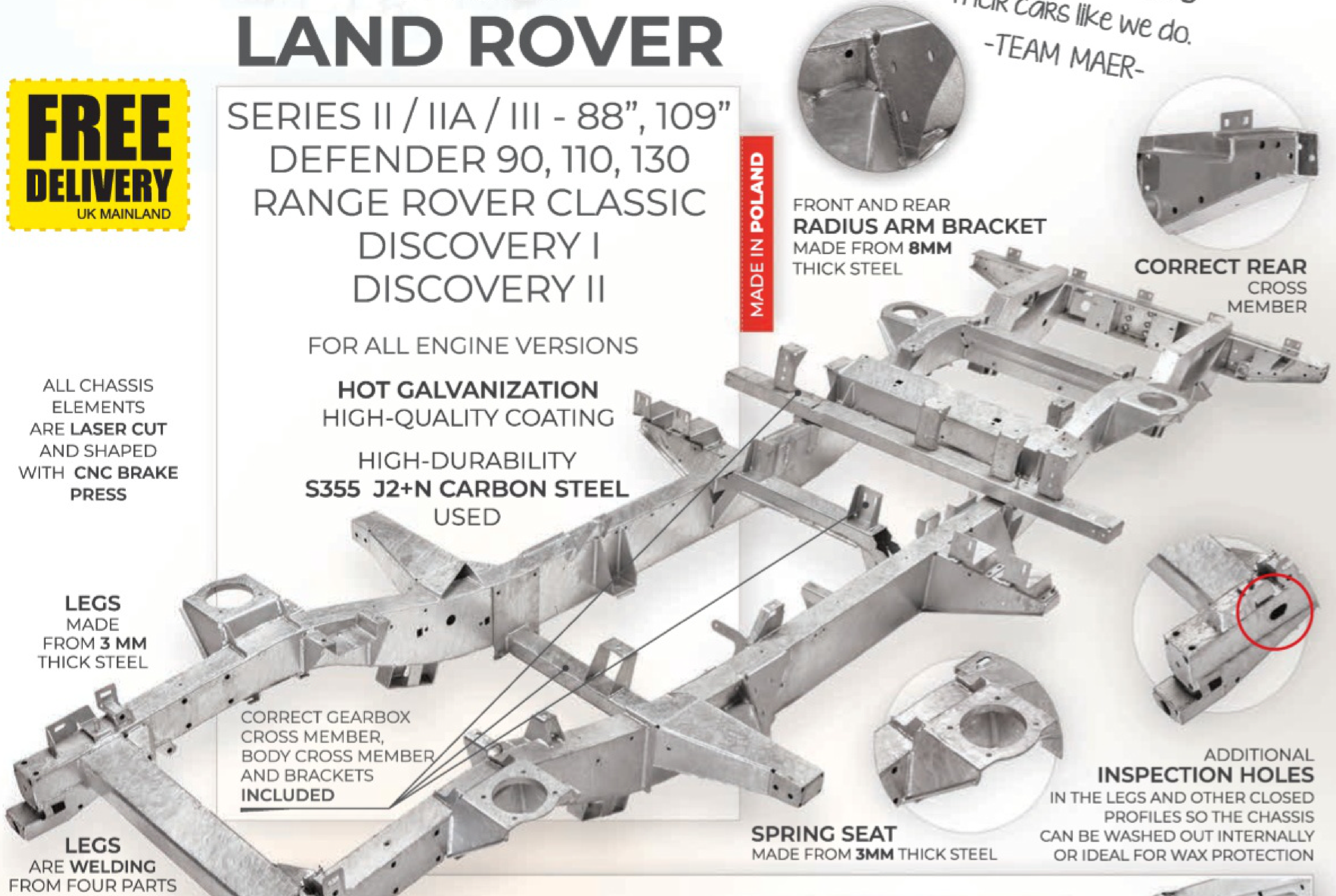
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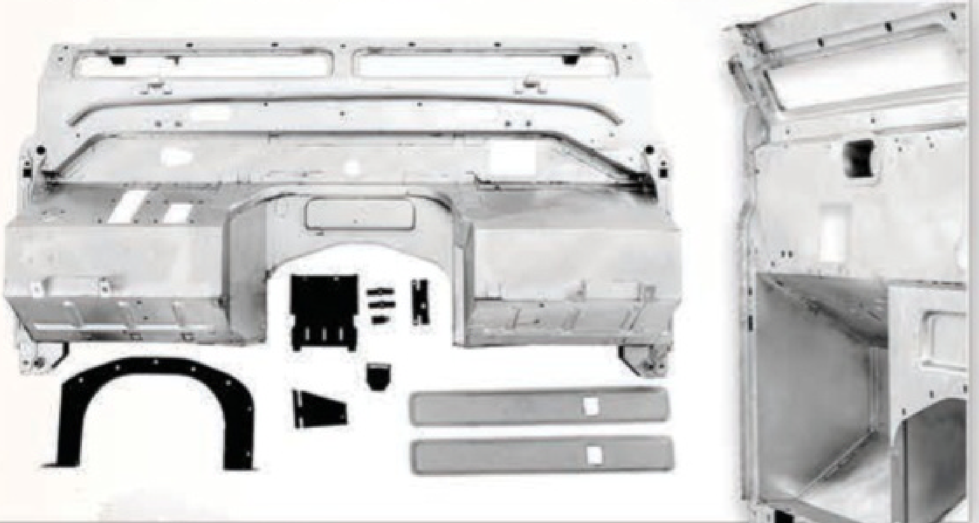

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# PEAK LAND ROVER

**We've seen every engine conversion under the sun, except one – the Puma. Could this be the one we've been waiting for, to perfectly bridge the gap between old and new?**

LAND ROVER
DBJ 517H

AA 📷 **ALISDAIR CUSICK**

IT'S a glorious late autumn afternoon and I'm pottering around the quiet lanes of the Midlands in a canvas-topped Series IIA diesel, with Ian Baughan of IRB Developments beside me. I hate driving other people's cars, but I've been implored to. Out of politeness, I've given in, and here we are.

We've tootled out of his yard, looped a few lanes and I've learnt all I need to. Or, I thought I had. The road opens up, straightens out, and Ian urges me to push on. I do, in a respectfully measured way. "Is that full throttle?" Ian tests, obviously knowing full well it isn't. "Give it full throttle," he commands. I do as I'm told; the car picks up, turbo vanes change angle and we're pulled onwards at a rate quite unfamiliar to a diesel Series driver. "That's 70!" Ian enthuses. My brow furrows in disbelief as I glimpse left to the central speedometer. My eyes tell me I'm in a Series, doing 70mph. Unlike any other Series Land Rover, my ears aren't bleeding, there's no sound of straining mechanicals. We're not even shouting. This is no ordinary diesel IIA you may think, and you're right. Because while it looks like a barn find, it is powered by a 2.2-litre Puma engine and gearbox.

The car belongs to John Rowe, who, looking for something to replace the 90 he particularly enjoyed – and a retirement project – chanced upon the late IIA, dismantled and forlorn in Ian Baughan's unit. "I was

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Rich character of a Series, but drives like a late Defender going to buy it, and just put it back together," says John. "Then Ian started." By 'started' he means Ian's casual mention of a long-standing idea he'd festered, to put a Puma engine in a Series. "So, he convinced me," John smiles. If the pair were going to do it, then John insisted it remain tax- and MoT-exempt, yet have some mod cons. "Heated mirrors, heated screen, Webasto heater, all the little things you would never associate with a Series." Not to show off, he insists, but for the comfort of driving. "So I said I'd do it, as long as he did his homework," recounts John. That was the start of a process, and more than two years ago now.

Ian takes up the origins of his idea. "I wanted to make a Series you could use every day. Proper brakes and steering, improved suspension and a usable powertrain. The 2.2 was the obvious choice, because I play a lot with Puma – I think this is the first six-speed Series, too."

A low-mileage 2.2 and gearbox were sourced, a new IIA chassis arrived – ungalvanised – then they dangled the engine on a hoist... For weeks. Much head scratching ensued, to work out if it would fit low enough so the bonnet could be shut, otherwise they would need a hump in the bonnet and John didn't want that. Too low, and axle articulation was restricted, another no-no for the project. Lots of measuring and checking discovered a sweet spot where the engine would fit on standard mounts, the bonnet would shut, and axles could travel. "Once Ian had that set, the rest could be measured off that," says John.

The MT82 gearbox mounts on standard crossmembers, using custom mounts. This means the front propshaft is longer than a Series item and the back is a lot shorter, so both were made to suit. The front axle is basically a Stage One setup, meaning CVs rather than UJs as original. Disc brakes all-round use standard

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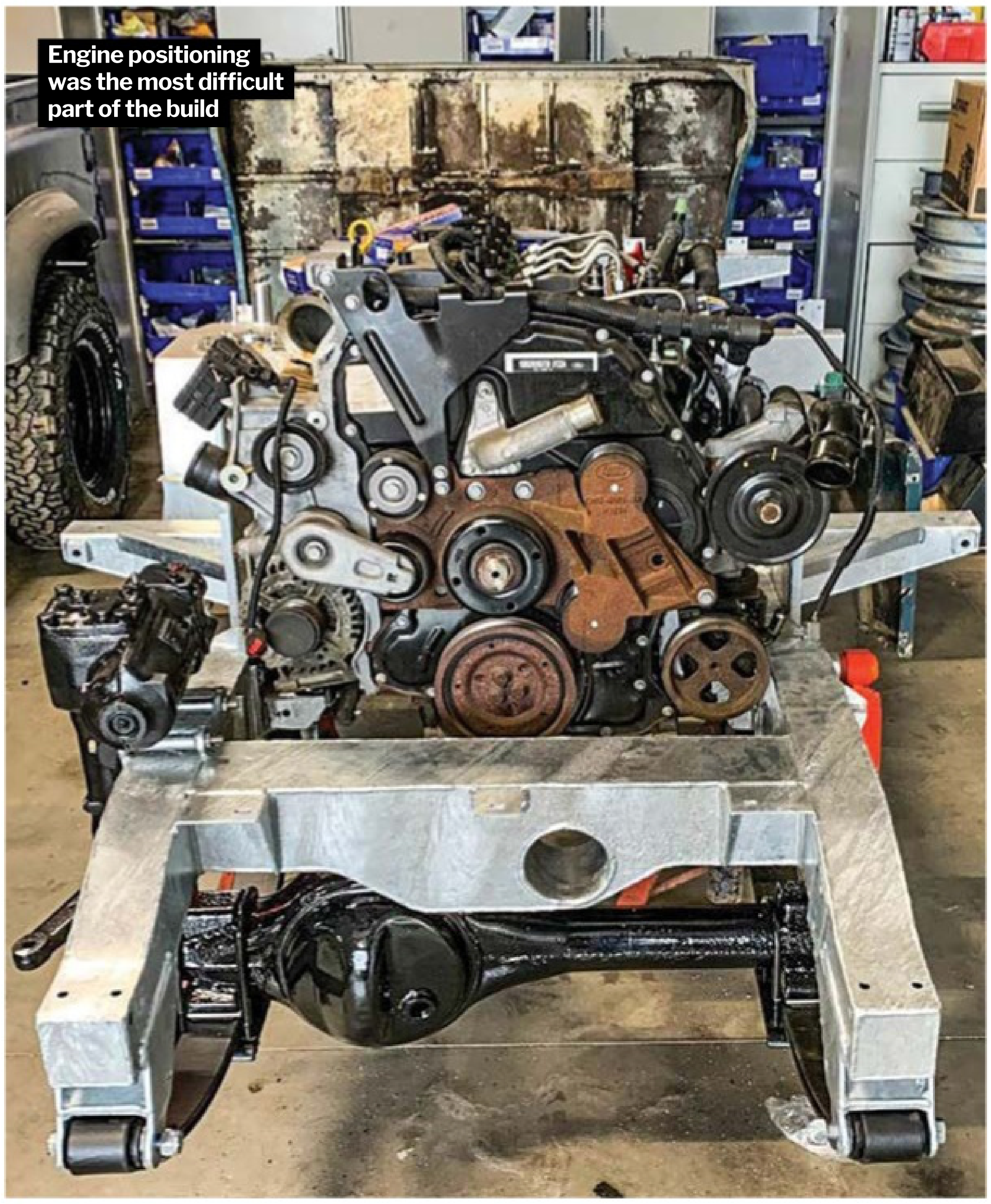
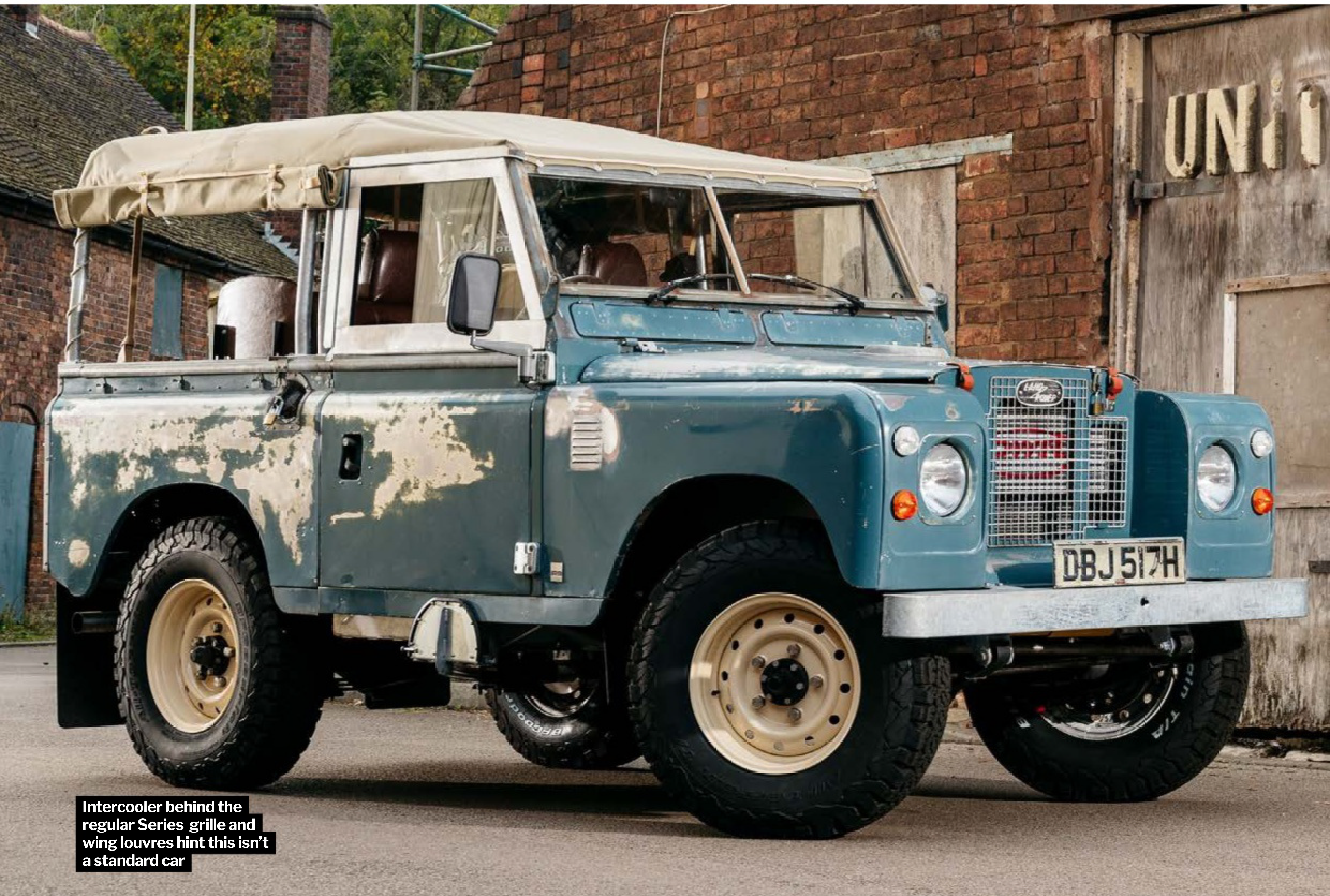

Engine positioning was the most difficult part of the build



Intercooler behind the regular Series grille and wing louvres hint this isn't a standard car

Engine bay layout the same as Puma-engined Defenders

IRB
AUTOMOTIVE

Air intake uses louvres in the wing to retain the IIA panel

Defender components except brake pads, right down to a Defender brake master cylinder and pedal. Power steering uses a P38A steering box, outside the chassis, so there's no play – and having driven it, very un-Series-like – but the engine bay looks like a factory Defender.

It rides on parabolic springs, though the gas shocks are one area being tweaked further, for improved ride quality. Rolling stock are a bigger offset Wolf rim, but are ET 0 (offset greater to the outside), wearing 235/86 R16 BF Goodrich All-Terrains.

The wiring loom was also a headache, partly because they started with a secondhand loom, but the big issue being, unlike a Defender, there's no dashboard to hide wiring behind on a Series IIA. They ended up with a facia panel on the passenger side, hiding the fusebox and OBD socket, and the wiring loom is engine-side, but re-taped to look period. For instruments, Ian kept the centre Series placement, but housing Puma Defender clocks.

"To get it driving, we threw it together," admits John. "When we knew it worked, we took it apart again, before paying to have seats recovered, etc, to reduce money being spent out." Paintwork was left as is, for the panels were usefully good and straight, still with

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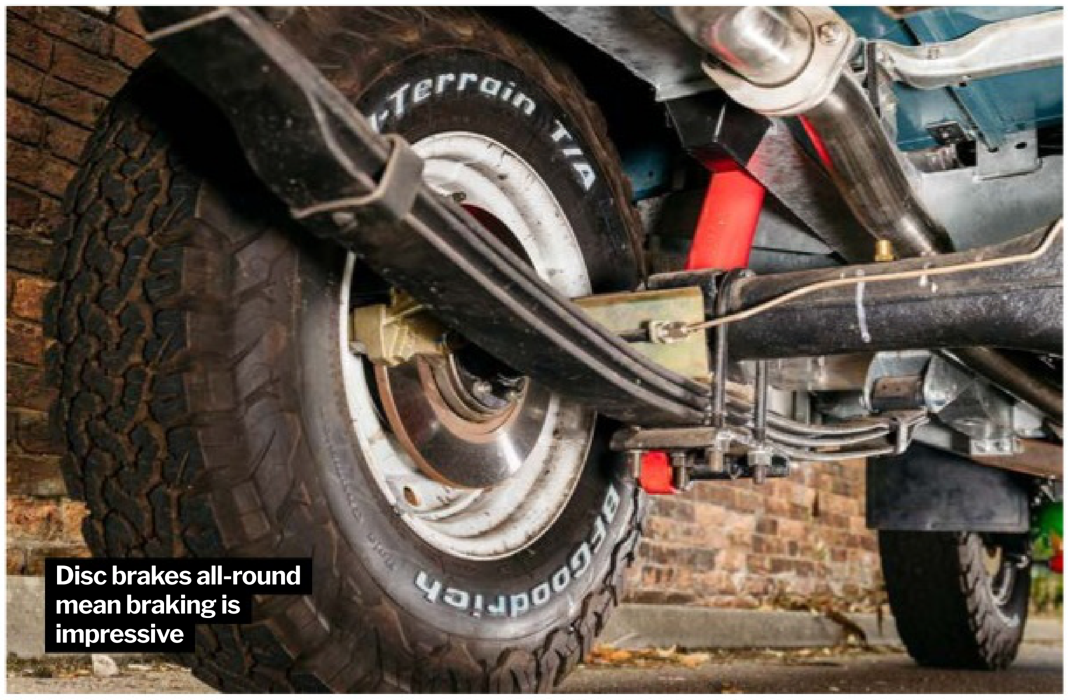
## SPEC LIST

- IRB custom spec SIIA chassis made to original specification
- Stage One V8-specification front axle with Stage One CV conversion and Stage One V8-specification swivels
- HD drive flanges all-round
- HD rear half-shafts
- Disc brake conversion all-round using Defender brake parts
- Rebuilt L230 transfer 'box
- Standard MT82 gearbox
- Standard 2.2 TDCi engine (2015MY)
- PWR V1 intercooler
- Full turbo back stainless steel exhaust system
- Custom wiring loom
- Parabolic springs (GME)
- Uprated gas dampers
- OME steering damper
- Range Rover P38 steering box conversion
- Gwyn Lewis sumo bars
- ET 0 offset Wolf wheels
- 235/ 85 R16 BF Goodrich All Terrain tyres
- HD hoop stick set and sand hood

Retaining classic Series looks was a key aim of the Puma project



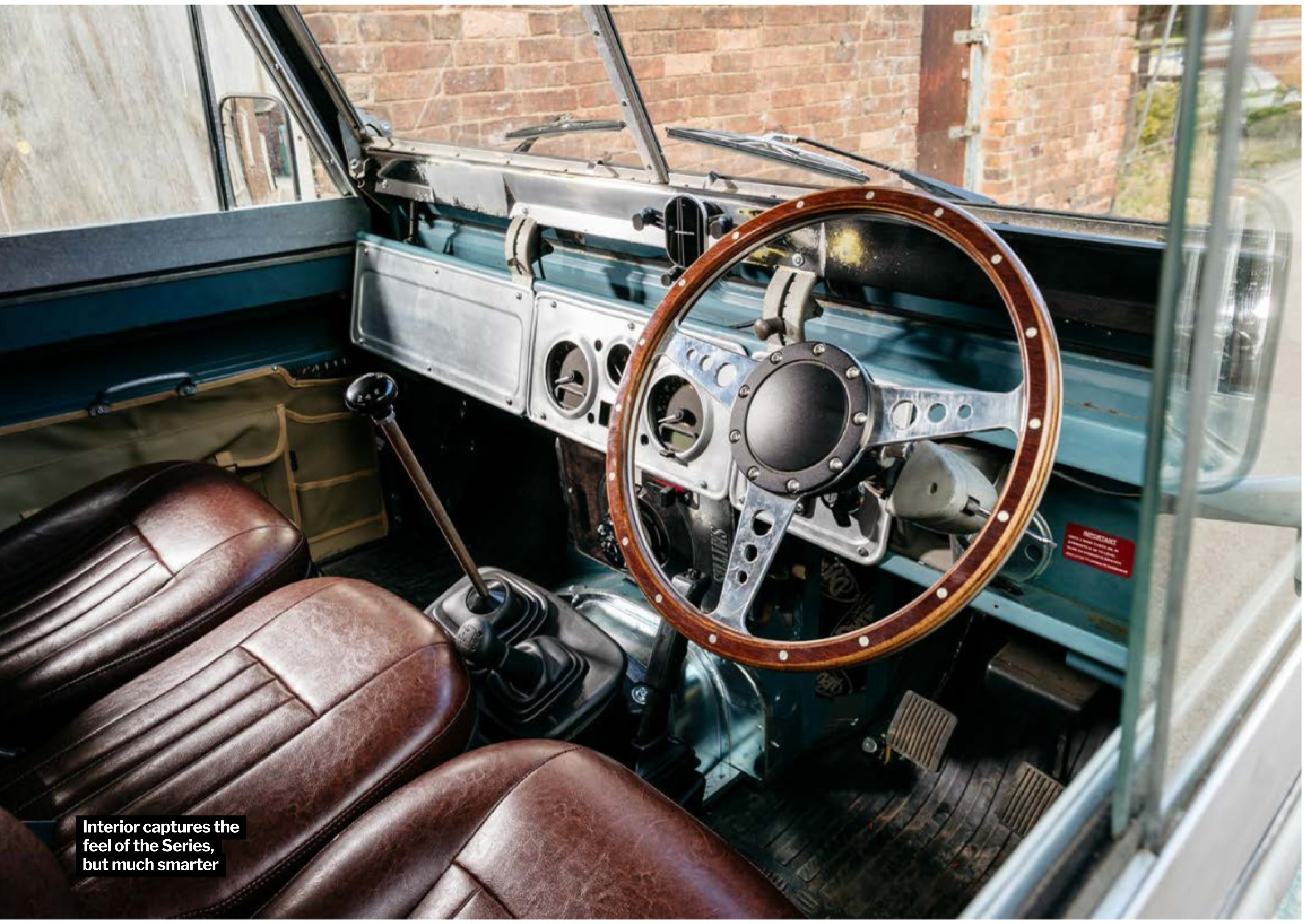
Disc brakes all-round mean braking is impressive

BFGoodrich

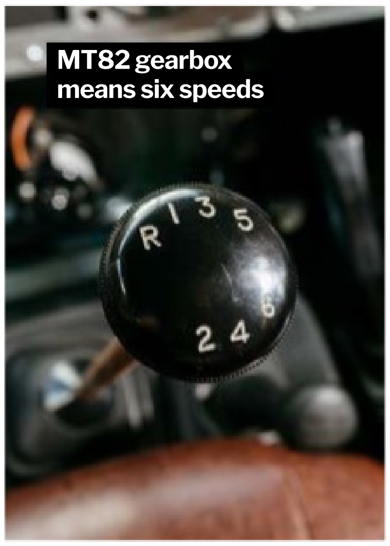
Front axle basically a Stage One setup, but with discs

Original cast dealer plate a nice touch

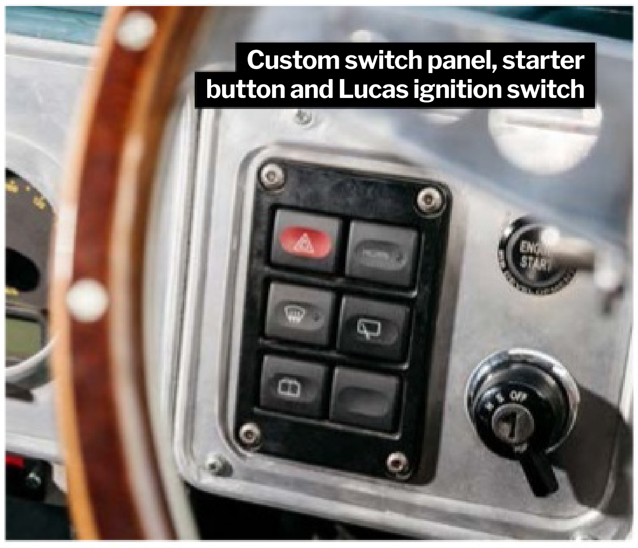
Custom exhaust, used Defender bore, but Series routing



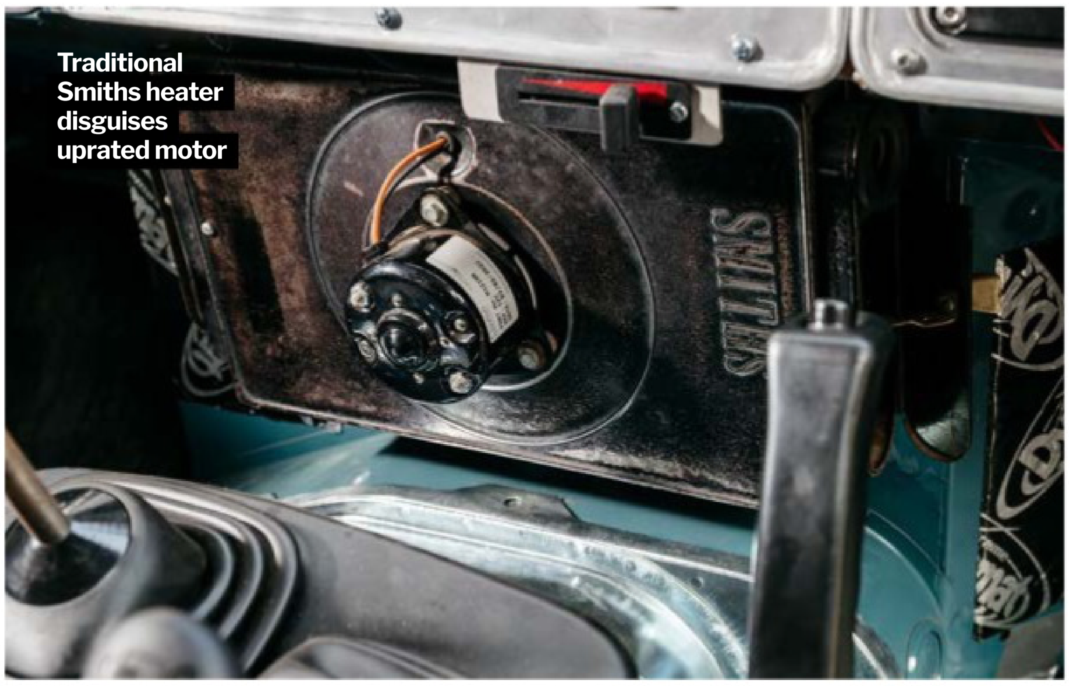
Interior captures the feel of the Series, but much smarter



MT82 gearbox means six speeds



Custom switch panel, starter button and Lucas ignition switch



Traditional Smiths heater disguises uprated motor

evidence of a landscaping business signwriting on the tub. "The selling point for me was that someone who loved Series vehicles could have this, and use it in London," says John.

"I love the look of it, but I don't enjoy the drivability. If you want to go on short trips, they're fantastic. But the idea was to go on some decent road trips and really stretch its legs." Every nut and bolt removed was cleaned, acid-dipped and zinc-plated, as were the axle cases. "I've tried to futureproof it, so it should last," explains John.

What does he make of the end result, aware it is a prototype? "I'm glad I did it," he tells *LRM*. "On normal roads, away from side roads, it is fantastic. It puts a smile on your face, and when people think they're stuck behind an old IIA, you're away and gone." Ian adds: "It runs a custom engine calibration, as performance in first was lively, being lighter than a 90."

We've had decades of engine swaps in Land Rovers, to the point that you name it, someone has done it. But the results don't always live up to the promise. Jump into this conversion and everything is instantly familiar, visually and in drive quality. The interior is pure Series, albeit with a smaller wheel. The pedals have Defender weighting, as does the steering. The engine and exhaust note feature that pure Puma whistle. Every single element is recognisable as having Solihull origins.

I've driven many modified Land Rovers, and some can be disappointing. But not this. I'd go as far to say as this is the best I've ever experienced.

The rich character of a Series, with the modern drivability of a Defender. Perhaps that is why it's so great, for there's nothing to dilute what the car is about: peak Land Rover.

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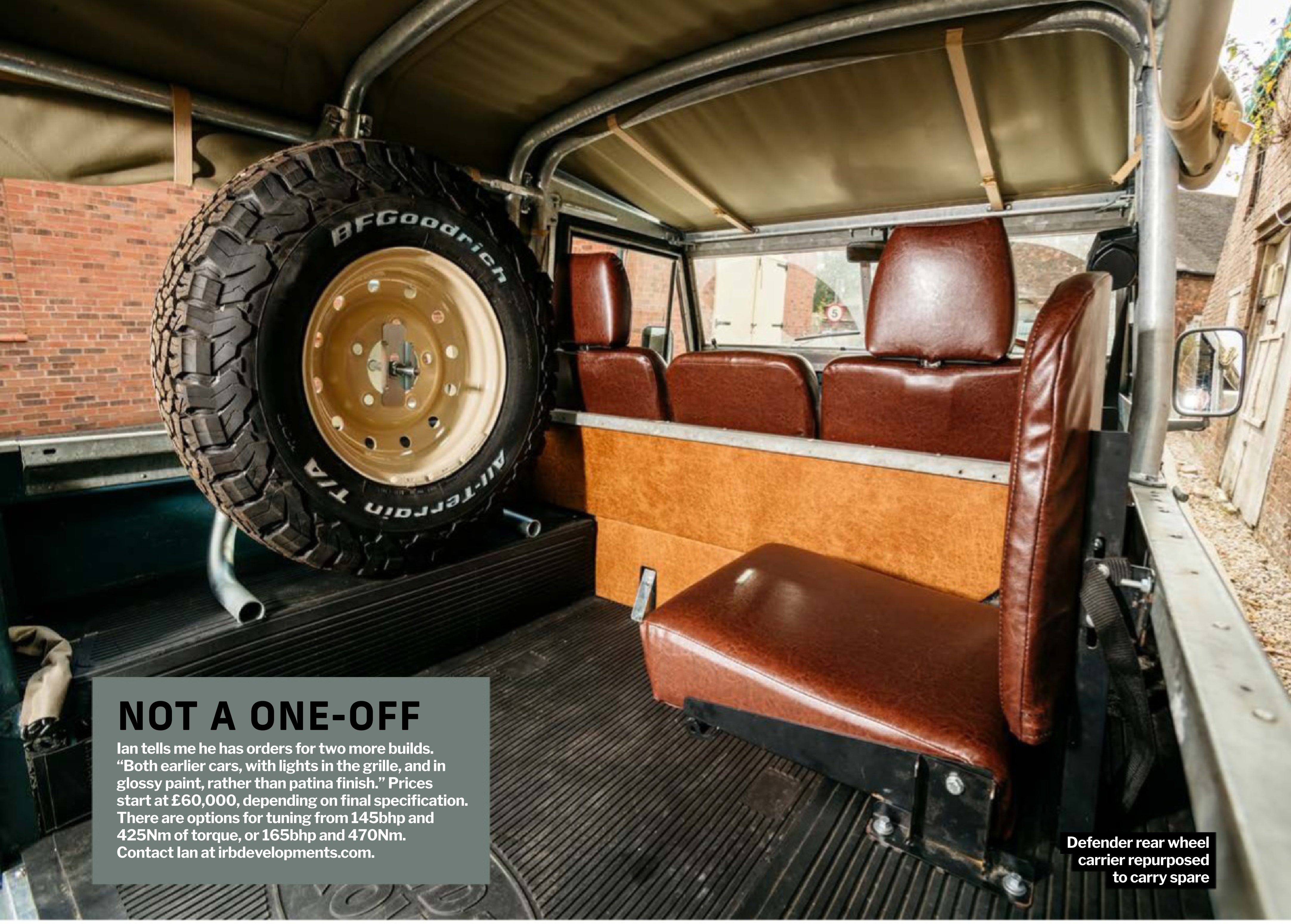

BFGoodrich
All-Terrain T/A

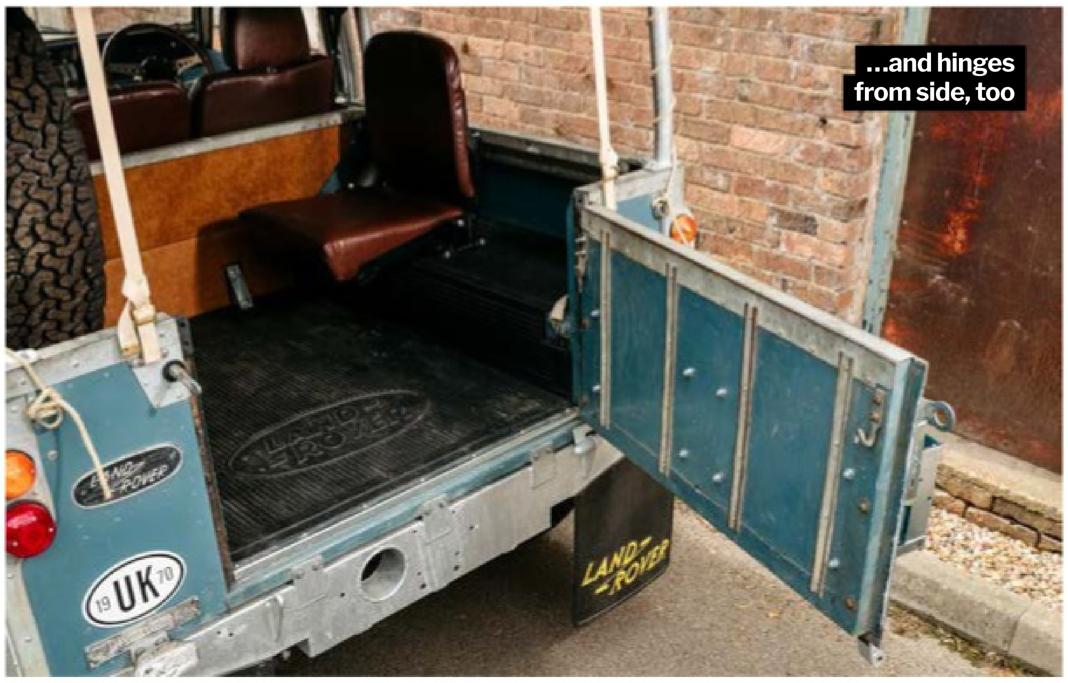
Defender rear wheel carrier repurposed to carry spare

## NOT A ONE-OFF

Ian tells me he has orders for two more builds. “Both earlier cars, with lights in the grille, and in glossy paint, rather than patina finish.” Prices start at £60,000, depending on final specification. There are options for tuning from 145bhp and 425Nm of torque, or 165bhp and 470Nm. Contact Ian at irbdevelopments.com.

LAND-ROVER
19 UK 70
LAND-ROVER

Tailgate both drops down…


LAND-ROVER
19 UK 70
LAND-ROVER

…and hinges from side, too

# LOW EMISSIONS ZONE AND HISTORIC TAX

"BECAUSE our car is over 40-years old it's MoT- and tax-exempt," says Ian, so is able to enter London's Ultra Low Emission Zone (ULEZ), regardless of engine. But how is it still a historic tax class, when it has the running gear of a Puma Defender? Under MoT rules, there are limits to modifications, Ian explains, before the car no longer qualifies. "There's a points system. Although it's non-standard, this 88in stays within it: original axles, original suspension type, original chassis," he says, earning enough points to keep the original identification of the vehicle.

The car's fuelling changed from petrol to diesel, but, the Puma being a Land Rover production engine, with the same cylinder count and usefully smaller capacity than the original, Ian says it falls under 'acceptable changes'. MoT rules allow modifications 'to improve efficiency, safety or environmental performance', which this undoubtedly does. Hence the car remains in the historic tax class, and therefore is also ULEZ-compliant.

"A basic engineering report was sent with the V5 changes [though technically not needed for an historic tax class]," says Ian, "and the V5 came back updated."

To demonstrate – and indeed celebrate – the point, we popped into the centre of Birmingham's Clean Air Zone in the 88in. Mingling with the modern traffic around the finance centre off Newhall Street, the little Land Rover looked like the legal alien it is. We may as well have been in Manhattan rather than the home of Land Rover.

## THANKS TO:

- **demandengineering.co.uk – custom exhaust**
- **designdevelopmenteng.co.uk – disc brakes, Stage One V8 parts and HD half-shafts**
- **buzzweld.co.uk – paints**
- **4x4tyres.co.uk – wheels and tyres**
- **purelymetal.co.uk – HD hood sticks**
- **Britpart.com – numerous parts**
- **DH Auto Upholstery, 07506 370350**

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LAND-ROVER
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30

Cruising round downtown, err, Birmingham

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# THE BRIGHT STUFF

**Traditional craftsmanship and acres of shiny aluminium are at the heart of Duckworth Overland's Aurochs camper**

AUROCHS are an extinct breed of European wild ox, from which domestic cattle are probably descended. It's also the third name for this Defender-based motorhome during its two-year gestation – other brands objected to names one and two.

We first encountered what was then provisionally called the AeRover in mid 2021 in Somerset, when the target price was around £200k. We've had to wait over a year since then to finally get our hands on this most individual leisure vehicle, a true one-of-a-kind.

The delayed progress is easier to comprehend when you arrive at Duckworth Overland's modest industrial unit a few miles south of Bristol. Despite its ambitious design, there is no team of staff here – just two blokes and a shedload of passion for the project.

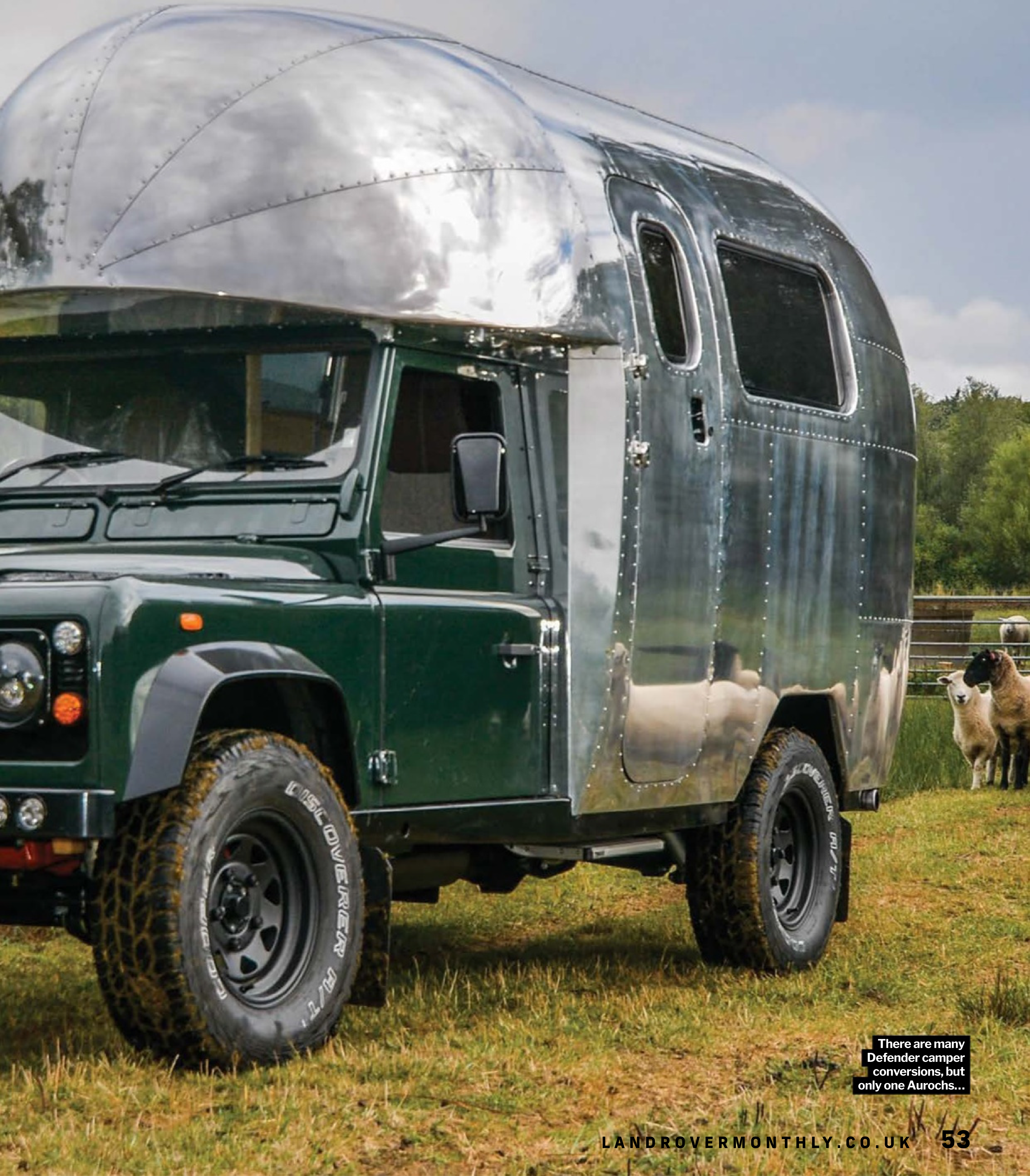
"It was Tom's [Duckworth] idea," says Michael Gerrard as I stare at what still looks like a rather incomplete Aurochs, wondering how this vehicle – referred to as '001' as the first of its type – will be ready for our photoshoot tomorrow. The two friends had worked together as marquee erectors and it was a chance meeting at a Bath rugby match that set the wheels in motion for this intriguing bespoke camper.

Tom Duckworth, whose name the company bears, has experience as a sheet metal worker and a background in classic car restoration – not a bad CV when the starting point for the Aurochs is an icon of British motoring. Michael, meanwhile, was working as

PETER VAUGHAN, *WHAT MOTORHOME* MAGAZINE

**Watch the video**

YOUTUBE.COM/ LAND ROVER MONTHLY



There are many Defender camper conversions, but only one Aurochs…

a CAD designer when the two set up Duckworth Overland, so it was his more 21st century expertise that got the project underway.

The starting point for the Aurochs is a Defender 110 Commercial. This example was first registered back in 2002. However, not much of the original vehicle is left.

Duckworth Overland's first job was to cut off the back of the van body and stretch the wheelbase, using a genuine Land Rover 130 chassis that was then fully galvanised. Under the bonnet, the original Td5 engine remains, but it's been reground, rebored and balanced: its smoothness is impressive. This Td5 puts out around 135bhp, which should be plenty as the finished Aurochs weighs approximately 2.6 tonnes unladen.

The attention to detail on preparing the Defender base vehicle is a key reason why Duckworth Overland has missed its original price point for the vehicle. About £120,000 is accounted for by the Defender, on which every component has been restored or replaced. Not that the company has deviated far from original spec in the interests of keeping everything repairable should there be an issue that needs fixing in Timbuktu. After all, mechanics the world over have worked on Defenders.

One addition is a second alternator to charge the lithium leisure battery. Another is a disc (instead of drum) transmission brake, thus addressing a known Defender weakness and allowing you to camp on a clifftop without worry, while the LED road lights allow you decent night vision. But the most significant mechanical update is the addition of On Air air suspension. This not only gives a much smoother ride – later ably demonstrated as we trundle across a Wiltshire field – but can also increase wading depth by 80mm. Its best party trick, though, is being able to level the camper when you've parked up for the night.

Best known amongst Land Rover campervan conversions are the pop-top Dormobile and Carawagon conversions of the 1970s, the former now back on the market. However, the room inside a standard Defender makes a Volkswagen Transporter seem like a palace – it's not a big space to work with. Duckworth Overland wanted to offer more, but this is far from just a box on the back of a 4x4 like the dismountables on Land Rover pick-ups that various companies have offered. This is a quite remarkable and unique design. Just look at it.

If you wanted to poke fun, you could say that it looks like the Landy stopped too quickly and was half eaten by the Airstream caravan that it was towing. That would be grossly unfair, though, to a vehicle which represents hundreds of man hours of fastidious design and construction. Each one of the curved panels that form the Luton back took two days to make, for example.

Clearly, there's inspiration from that most iconic of American caravan designs, but Tom prefers to point out that the original Airstream travel trailer itself took design cues from the aircraft of its time. See the Aurochs in the metal and it's hard not to be impressed. "Wow", is the word that pops into my head as soon as I see it in the open for the first time.

The whole superstructure of the Aurochs is aluminium, constructed on 55mm-deep aluminium ribs with a plastic thermal break, spray foam insulation and an interior lined with bamboo. The hardest part of the vehicle's conception, Michael says, was making all the tooling for the body, with wooden bucks designed on CAD and cut by CNC machine before each of the vehicle's aluminium panels was carefully formed by hand.

Every shape on the vehicle is an ellipse or a radius and details such as the handmade aluminium frames to the

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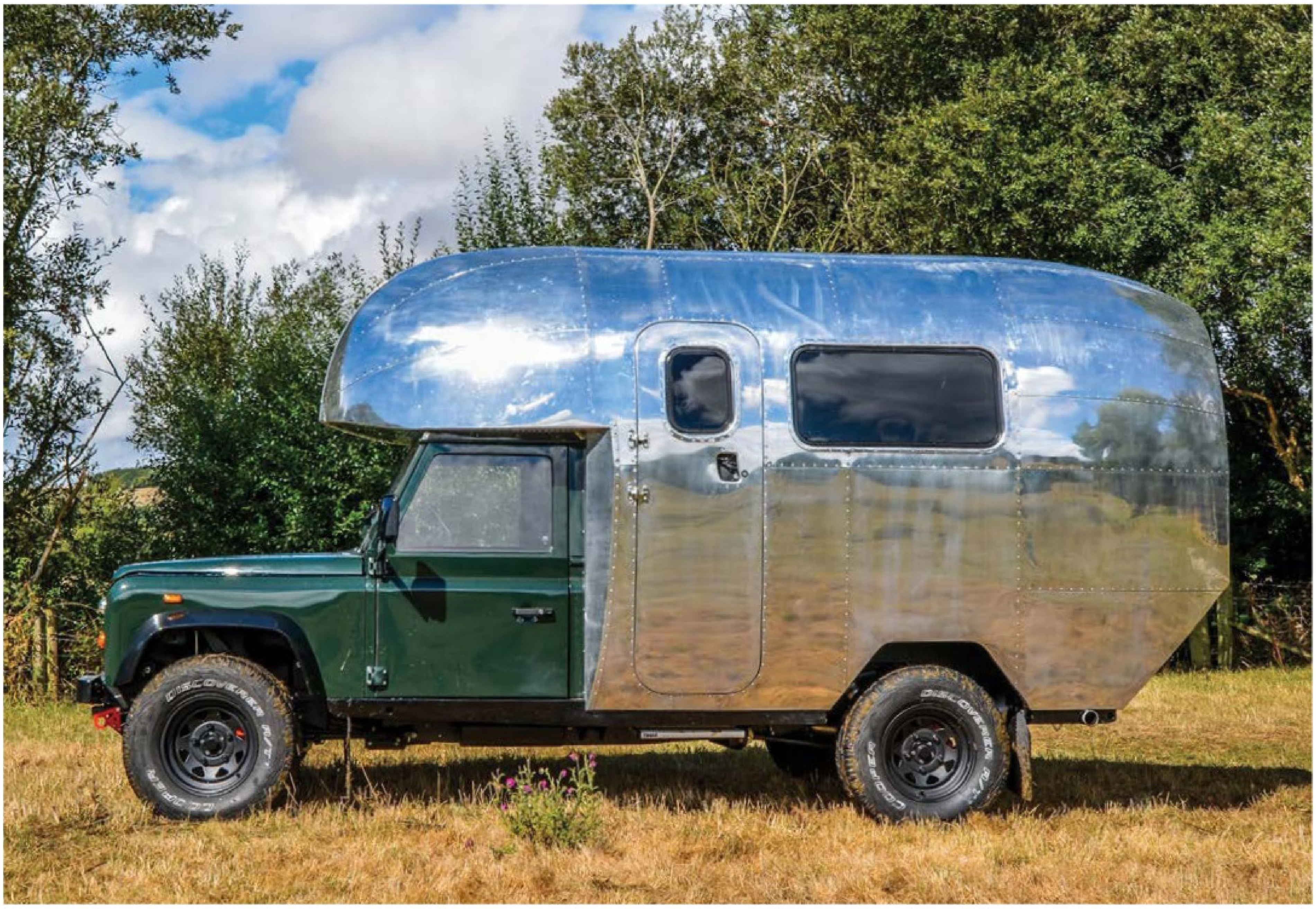
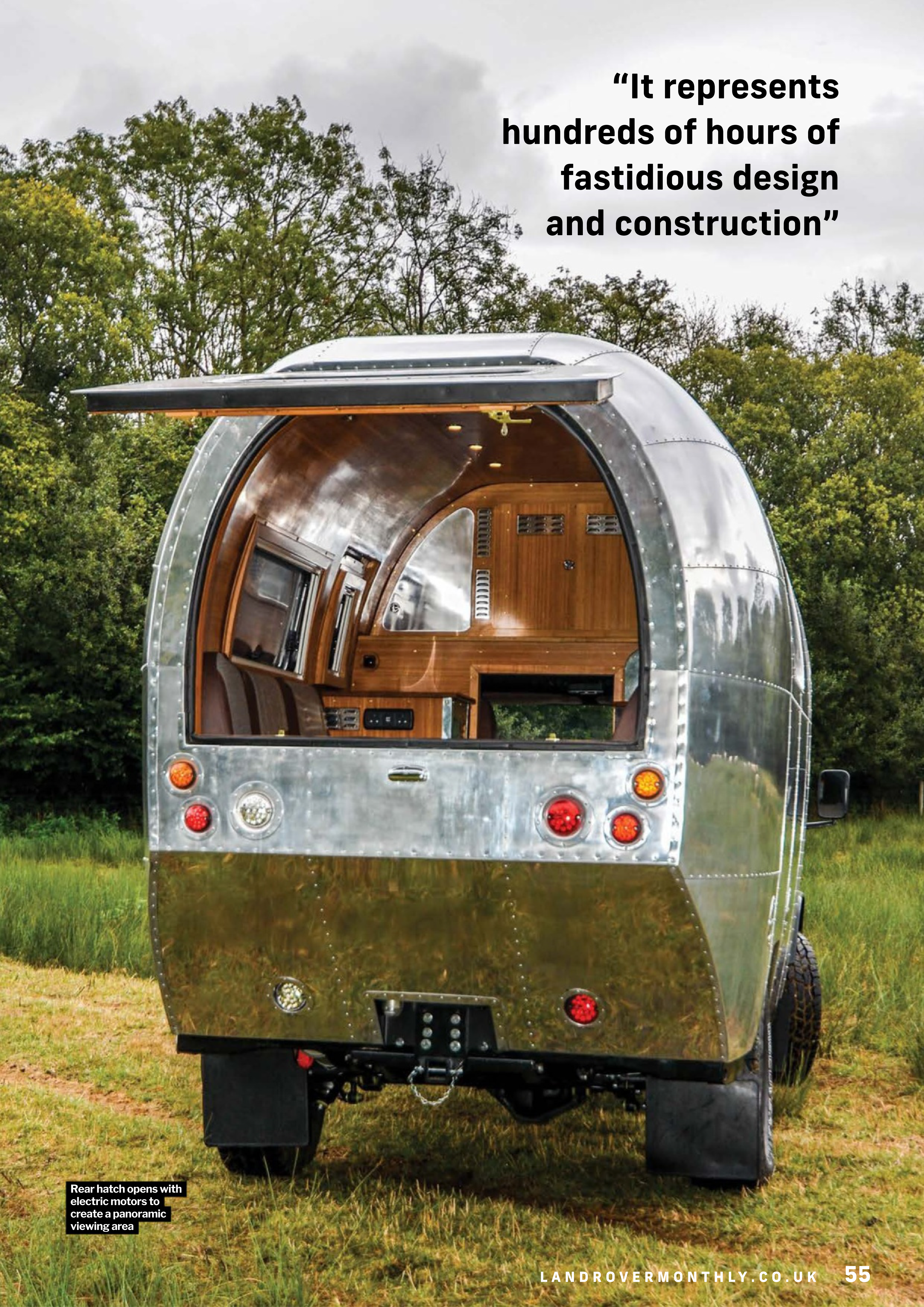
**The whole camper body is hand-formed from aluminium**





**“It represents hundreds of hours of fastidious design and construction”**

Rear hatch opens with electric motors to create a panoramic viewing area

Dometic S7 double-glazed windows are pure works of art. The only recognisable motorhome element on the exterior is the electric step.

With so much time and effort having gone into the exterior design, it would have been a crying shame if the interior of the Aurochs looked like a typical campervan or motorhome. Fortunately, it feels more akin to a yacht when you step through the door and Tom is such a stickler for detail that he wants to disguise the plastic surround to the 230V and USB sockets with another piece of carefully shaped aluminium.

He is clearly passionate not just about the finished vehicle and keeping alive the traditional skills that allowed its lengthy build, but also about this being a truly British product. All of the aluminium comes from Fort William, while the wood comes from very near Duckworth Overland's base.

And there's a lot of wood inside this campervan. The worktops are solid oak, while the continuous curves of the walls and roof are lined with 20mm-wide bamboo planks, linked together with bead and cove joints in the style of a cedar strip canoe. Truly, this is an interior worthy of *George Clarke's Amazing Spaces*.

It's the lounge that takes priority for, although the Aurochs is much bigger inside than a standard Defender, it's petite by motorhome standards at 5.42m long and only 2.00m wide. Settees trimmed in a combination of real leather and Harris tweed wrap around the rear of the Aurochs in a U-shape but the party piece is what Tom calls the panorama. Flick a switch and, amid much whirring of electric motors, the back of the camper opens up in around 20 seconds, to bring the outside in.

For dining there's a (heavy) solid oak table that hides away behind a panel in the wall. It sits on a Sequoia island leg – a typical campervan component – but Tom isn't at all happy with its instability and is already looking to the marine market for something better, whatever the price tag…

The table (and two additional panels) also fill the gap between the sofas and cushions are quickly rearranged to form a flat bed measuring 1.82m by 1.57m. It might be tempting to doze with the panoramic open – as long as the local wildlife wouldn't look on you as a tasty snack – but with it shut, it's quiet inside, even with September showers playing havoc with our shoot.

There's no gas in the Aurochs. Heating is via an Eberspächer Airtronic diesel-fired blown-air system mounted under the offside settee, with a Truma Saphir air-conditioning unit not only catering for the opposite end of the climatic scale but also providing backup warmth when required.

Of course, the Saphir system needs electricity, so the Aurochs comes with a 200Ah lithium battery, a 3000W inverter and two 111W solar panels. This is a camper designed not just for off-road driving but a degree of off-grid living, too. What it doesn't have is an onboard shower, or a private washroom – it's just too small inside – but there is an Outwell portable toilet hidden under the nearside seating.

More comprehensively equipped is the kitchen, which includes a Klarstein two-ring induction hob and a 57 litre compressor fridge. The deep sink (another item that's atypical of motorhome fittings) is fed from an 85 litre underslung fresh water tank plus a 15 litre Surecal calorifier that supplies hot water by using heat from the Defender's engine.

In the end, Tom says he worked until 10.00pm to get the Aurochs ready for our photography but there's still some finishing to do inside cupboards, which will be carpet-lined. There are already some neat ideas, though,

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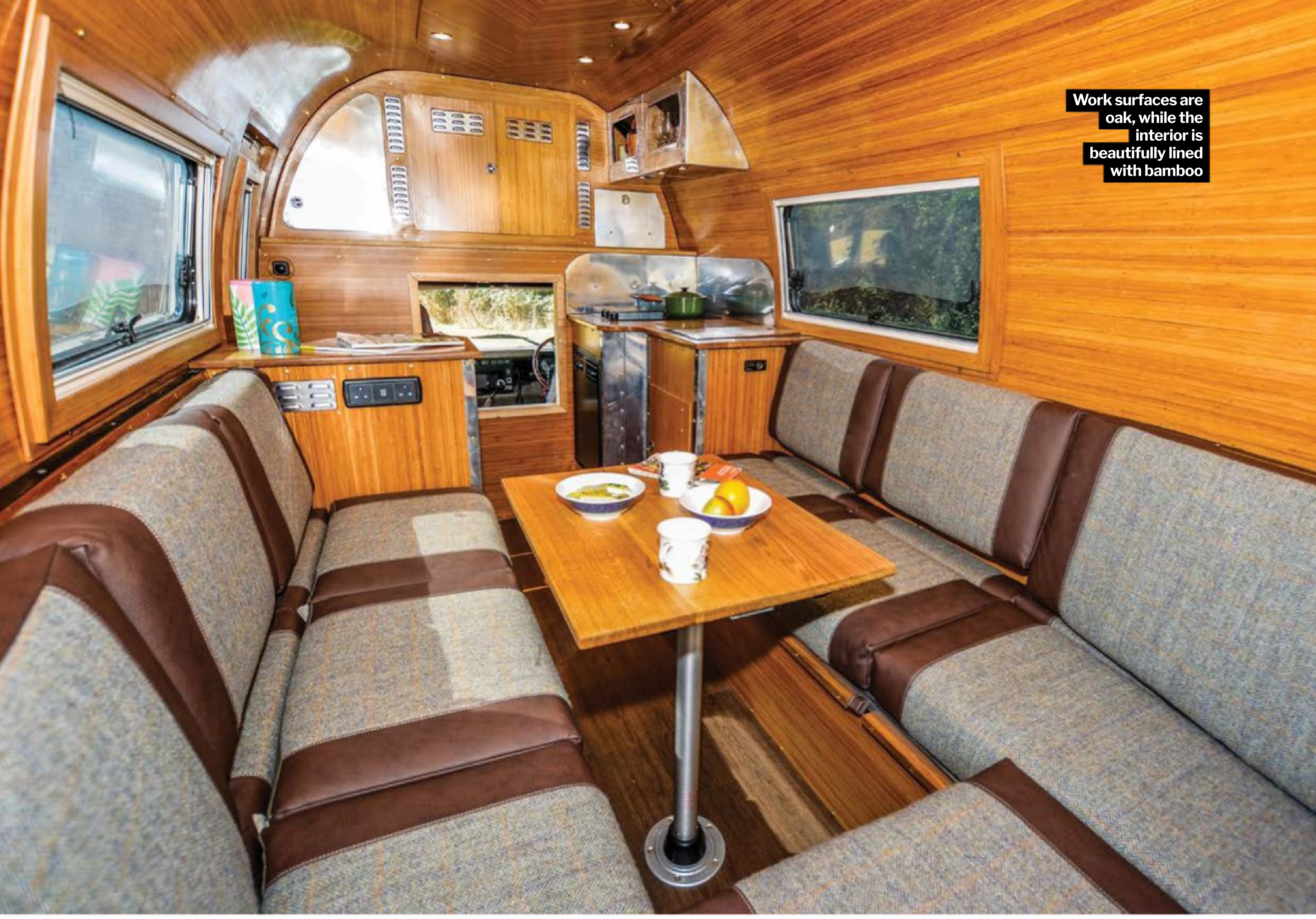
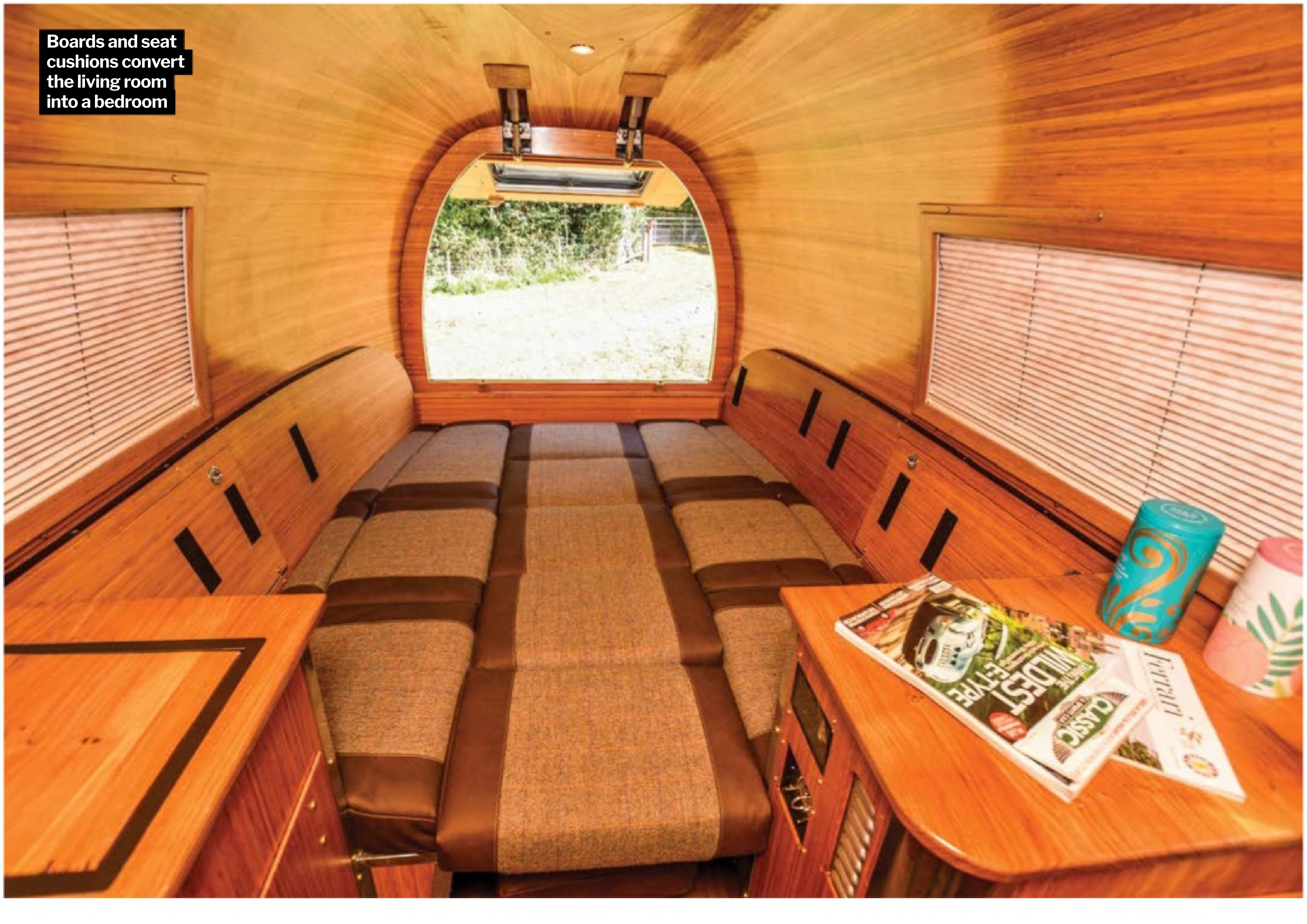
Even plastic edging is banned in the Aurochs' plush cabin

Above: The storage spaces have a bespoke look and feel

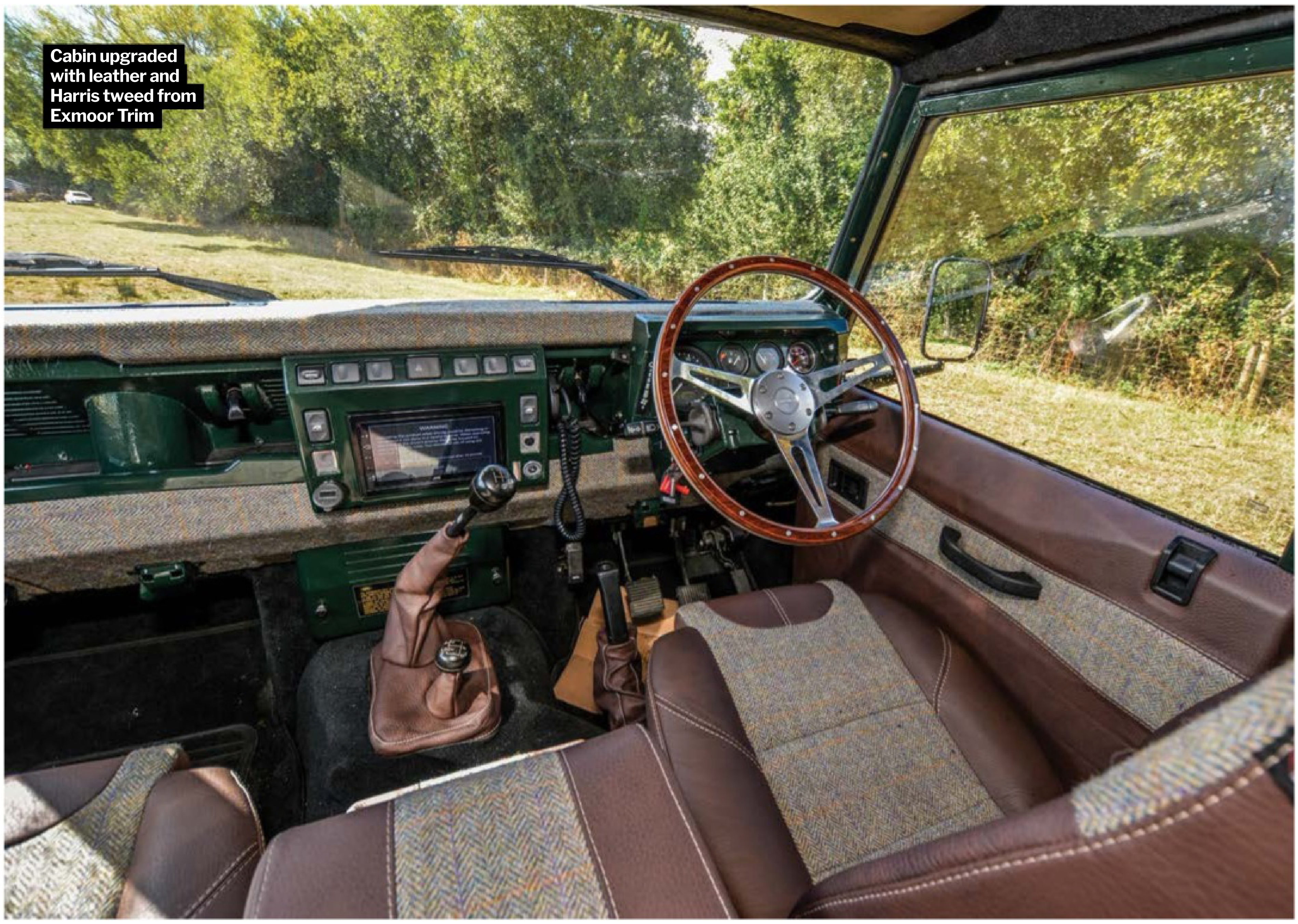
Right: Switch panel uses aircraft-style toggle switches



Work surfaces are oak, while the interior is beautifully lined with bamboo



Boards and seat cushions convert the living room into a bedroom



Cabin upgraded with leather and Harris tweed from Exmoor Trim

such as the all-aluminium overhead locker in the galley, the large drawer for your pots and pans, and the big overcab compartment for your bedding.

My favourite feature, though, is the selection of aircraft-style toggle switches that operate water pump, lighting, etc. It did seem like there should be one for an ejector seat or missile launcher, though…

We met the Aurochs just prior to its Individual Vehicle Approval (IVA) testing, so sadly we couldn't take it out on the road. Driving around some fields close to the A303, though, did show that this silver dream machine should provide a smooth, rattle-free drive with comfortable (heated and electrically adjustable) seats, courtesy of Exmoor Trim.

It still feels like a Defender, of course, with the driver's door wedged up against your elbow in the confined cockpit as you hold onto that lovely polished wooden wheel from Lode Lane. That lack of space obviously can't be changed, but to distract you Duckworth Overland has added lots of leather, more Harris tweed and even a JVC head unit with Apple CarPlay and a reversing camera. But then you'd expect all the toys within the Aurochs' asking price of £350,000.

That's a *lot* of cash but there's a *huge* amount of work in the build. The company will only ever make two or three Aurochs a year, with each one taking at least nine months from the time of ordering to completion. If you're tempted, you can, of course, not only choose the upholstery, the wood finish, etc, but also the interior layout. Your Aurochs doesn't have to be a facsimile of this one.

Or you could save yourself £100k by buying the prototype – 001, seen here – if someone else doesn't get there first…

## DUCKWORTH OVERLAND

**"I started Duckworth Overland to combine two of my greatest passions: skilled and practical craftsmanship and my love for travel and adventure," says Tom Duckworth, who formed Duckworth Overland along with Michael Gerrard. The company has a strong emphasis on handbuilding, using traditional methods that Tom is passionate to keep alive in the face of ever-increasing mechanisation. Its first vehicle is based on a Land Rover Defender but it will consider using other chassis, including the 6x6 Ibex, and could offer a dismountable pod, too. Every vehicle built will be completely bespoke to the customer's design and requirements.**

**Duckworth Overland is based in Paulton, south of Bristol. You can contact the team at: duckworthoverland.com.**

## SPEC LIST

**BASE VEHICLE**
**2002 Defender 110 Commercial on a 130 chassis**

**INTERIOR**
**Berths: 2**
**Travel seats: 2**

**DIMENSIONS**
**Length: 5.42m**
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- Comfortable memory foam mattress included
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- Sheltered entrance
- Integrated LED Lighting
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- Sleeping Surface: 140x240cm

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- Overlapping canvas & taped seams
- Aluminium & stainless steel construction
- Black telescopic ladder included
- YKK zippers used throughout
- Comfortable 6cm memory foam mattress included
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- Triple-sided opening + an additional skylight
- Sheltered entrance
- Integrated LED Lighting
- All openings are fitted with mosquito netting
- Tent is lockable when leaving vehicle unattended
- No cover required when the tent is closed
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- Integrated LED Lighting
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# CELEBRATING

We conclude our two-part celebration of the 50th anniversary of the completion of the British Trans-Americas Expedition in 1972

BRITISH TRANS-AMERICAS EXPEDIT
ALASKA-CAPE
LAND ROV

Slightly surreal – the pre-dawn crossing of Westminster Bridge

# IN STYLE

TION
E HORN 1971-72
ER

ONE of the most popular vehicles in the Dunsfold Collection is the 1971-72 British Trans-Americas Expedition vehicle VXC 765K, better known as the Darién Gap Range Rover. It is one of two that were provided and prepared by Rover for what would turn out to be one of the most exciting and challenging chapters in the company's history, as described in the last issue of *LRM* by Thom Westcott in her interview with expedition leader, Colonel John Blashford-Snell.

It is interesting to note that even today, the British Trans-Americas Expedition is still sometimes referred to as the first vehicular crossing of the Darién Gap. It is a claim that was made by Russell Braddon in what was the first and supposedly 'official' book on the expedition, published in 1974. It seems that Rover was more than happy at the time to allow this misinformation to prevail and never sought to correct it, because the Trans-Americas was most definitely not the first vehicular crossing of the Darién Gap. It was, however, the first to drive the entire length of the Pan-American Highway, traversing the Gap on the way.

According to Guinness World Records, the first overland crossing of the Darién was The Trans-Darién Expedition of 1960 that was sponsored by the Pan-American Highway Congress and the National Geographic Society. The crew included Richard Bevir from the UK as

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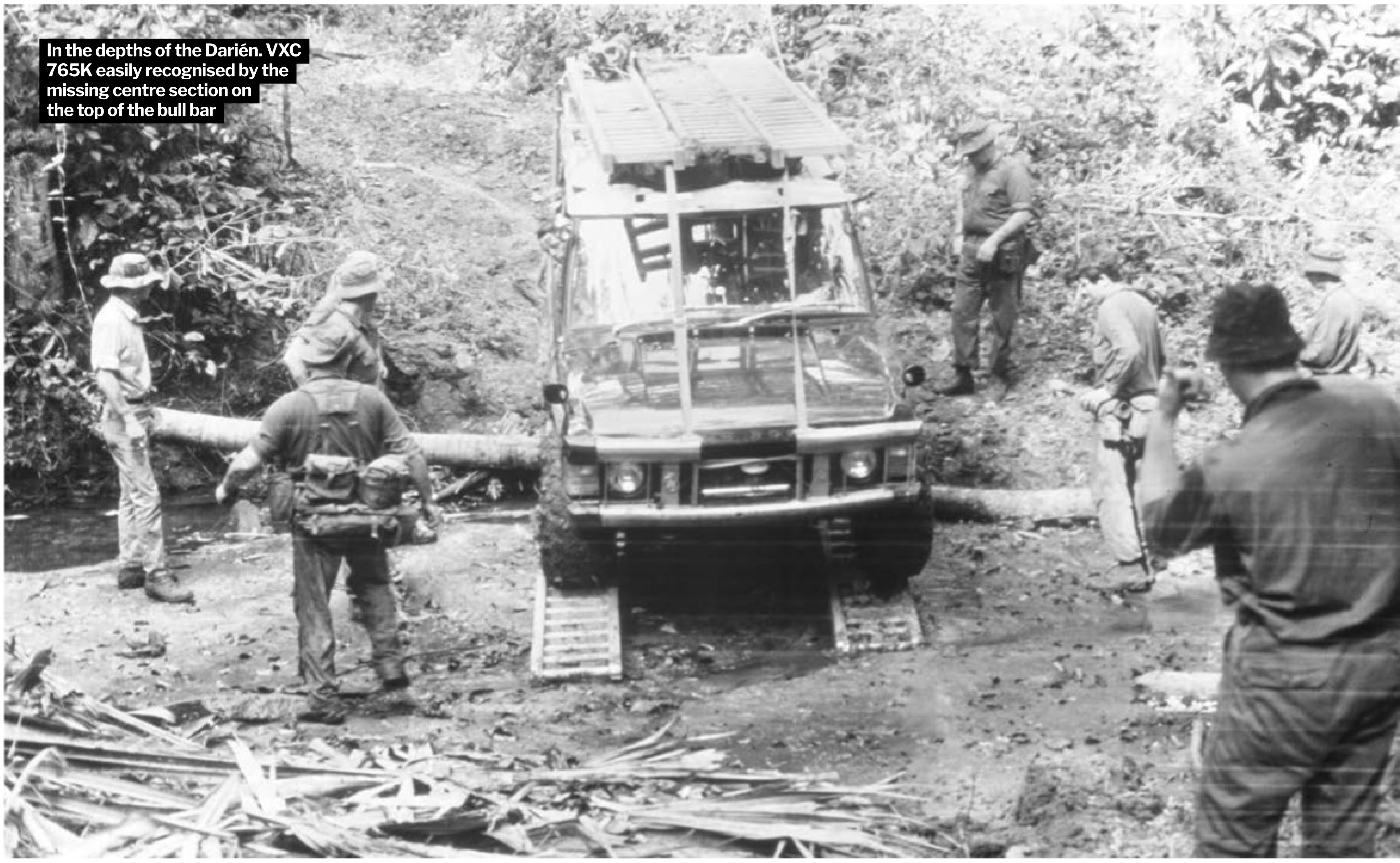
GARY PUSEY CRAIG PUSEY AND THE DUNSFOLD COLLECTION ARCHIVE



In the depths of the Darién. VXC 765K easily recognised by the missing centre section on the top of the bull bar

well as Terence Whitfield, Otis Imboden, Kip Ross, and Arnado and Reina Arauz. Originally tasked with finding a route for the completion of the Pan-American Highway, the expedition took place between February and June 1960 at an average speed of 201mph, although in this case that stands for metres per hour. At least they used a Land Rover, an 88in station wagon they named 'La Cucaracha Cariñosa' or 'The Affectionate Cockroach', but they also had a Jeep pick-up.

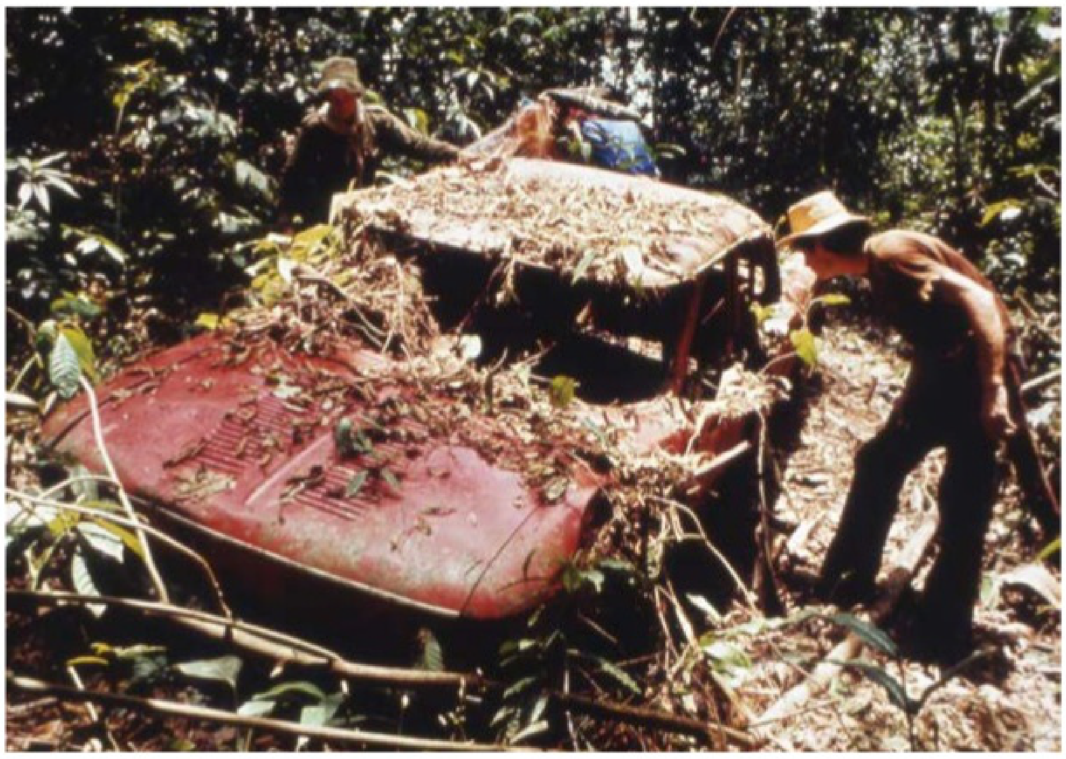
Two years later there was another attempt, this time sponsored by Chevrolet and using three of its newly launched Corvair cars and a few Chevy four-wheel drive trucks. One (possibly two) of the three Corvairs seemingly made it through to Colombia but no further; the others (or other) being abandoned to the jungle. In fact, Blashford-Snell's team came across the remains of one of the Corvairs during their crossing of the Gap.

Other sources claim that the first vehicular crossing was made over 30 years earlier, by three Brazilians in two Ford Model T cars who left Rio de Janeiro in 1928 and finally arrived in Detroit in 1938, where they were welcomed by Franklin Roosevelt and Henry Ford. The participants were Brazilian Army Lieutenant Leonidas Borges de Oliveira, Brazilian Air Force officer Francisco Lopez da Cruz, and a mechanic named Mário Fava. Their story is available with photos in the book *O Brasil através das três Américas* (Brazil Across the Three Americas).

Not long after leaving Anchorage, Alaska, where the British Trans-Americas Expedition started, VXC 765K crashed into an 18-wheeler that was recovering a stuck car. The Range Rover had been unable to stop on the icy road surface and found itself stuck under the truck's trailer. Letting down the tyres allowed the team to get the Range Rover out, but it had suffered severe damage to the front wings, bonnet and radiator, and lost its windscreen. The latter was a particular problem for the occupants during the 1200-mile tow back to Vancouver in sub-zero temperatures.

At the end of the expedition, the Range Rovers were shipped home by sea, and once back at Solihull they were completely stripped for examination. This included cutting both the chassis into three sections so they could be assessed for corrosion and cracks. Sadly, this meant that when the Range Rovers were reassembled by the apprentices in Land Rover's Training Department, they were given new chassis. Most of the other components were apparently reused in the rebuilds, and the vehicles embarked on a round of publicity events and shows up and down the country. Eventually, both were presented by Land Rover to the British Motor Industry Heritage Trust (now the British Motor Museum) and VXC 765K ended up being used as a hack at the BMIHT's storage facilities at Studley Castle.

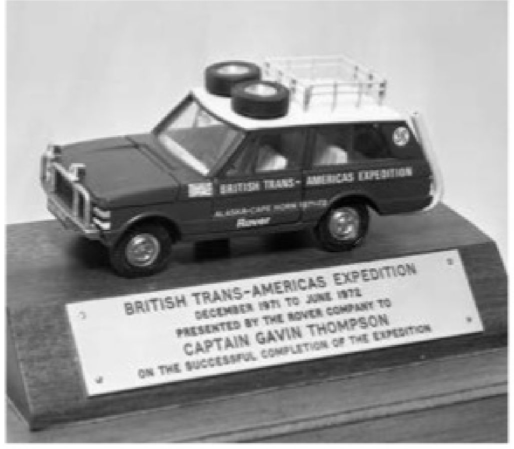
Rusting relic – the team discovered the remains of a Chevy Corsair abandoned by a previous expedition



VXC 765K
BRITISH TRANS-AMERICAS EXPEDITION

There was plenty of training and testing before departure

BRITISH TRANS-AMERICAS EXPEDITION


BRITISH TRANS-AMERICAS EXPEDITION
BRITISH TRANS-AMERICAS EXPEDITION
DECEMBER 1971 TO JUNE 1972
PRESENTED BY THE ROVER COMPANY TO
CAPTAIN GAVIN THOMPSON
ON THE SUCCESSFUL COMPLETION OF THE EXPEDITION

VXC 765K poses for the official portrait before departure; beautiful model Range Rovers were presented to the team by Rover after the expedition

In the late 1980s it was loaned to the Dunsfold Collection and was found to be in very bad shape. David Cooper offered to rebuild it on behalf of the Collection, and this was completed in 1994. David arranged for replica ladders to be made out of wood by the props department of a theatre in Stratford-upon-Avon, copying the original aluminium ladders that were still on the other expedition Range Rover that had remained with BMIHT.

In 2003 the BMIHT decided to auction around 100 items from its collection that were considered surplus to requirements, and these included VXC 765K. The Bashall family did not want to see the vehicle sold and possibly leave the UK, so an offer was made and accepted. The Darién Range Rover has been in the Dunsfold Collection ever since.

Despite its popularity, it would be fair to say that Dunsfold's VXC 765K doesn't get out much and, when it does, it is invariably on static display. Last year it enjoyed yet another journey on a trailer, this time to rural Lincolnshire, where it spent a weekend sitting in a barn at the Classic Land Rover Gathering. It proved to be a very appropriate backdrop to an interview with Colonel Blashford-Snell, conducted by Dunsfold's Richard Beddall on behalf of the visitors to the event.

In September this year it was centre stage at an altogether grander location – the Royal Automobile Club on London's Pall Mall. It was a fine way for the Darién Gap Range Rover to celebrate the golden anniversary of the British Trans-Americas Expedition.

"We were delighted to receive a call from the Royal Automobile Club," says Philip Bashall. "The RAC told us they would be hosting an evening with Colonel Blashford-Snell and asked if they could have the vehicle for a week to display in the Rotunda at the Club, and they were more than happy to pay our modest hire fee.

"If you haven't seen the Rotunda, it is a large and rather grand oval hallway and atrium at the top of a

→

BRITISH TRANS-AMERICAS EXPEDITION
RANGE ROVER

The Range Rover crew from the 17th/21st Lancers was led by Captain Gavin Thompson, second from right flight of stairs that are the main entrance route for members and their guests coming into the Club from Pall Mall. Presumably, someone at the RAC came up with the brilliant idea that, as a club whose roots go back to the dawn of motoring, it would be a good idea to display an interesting vehicle every week in the Rotunda.

“And that’s why there is a faintly surreal ceremony every Monday morning that has to be completed by 05:00am, during which the RAC’s team disassemble and remove the huge, glazed and very heavy revolving wooden doors, while a second team arrives with a vast covered trailer full of sets of ramps and tailor-made gear to put over the staircase and the carpet.

“Once that’s done, last week’s display vehicle can be driven out and the following week’s vehicle driven in. It is as peculiarly and eccentrically British as the Changing of the Guard at Buckingham Palace. The entrance is accessible only by driving a vehicle off the tarmac in Pall Mall at an angle of 90 degrees, across the pavement and through the doorway, where clearance is a matter of a few inches either side, before the revolving doors are reinstated. Given the disruption this causes, it’s easy to see why it all has to be done and dusted before London wakes up.

“Richard Beddall oversaw the delivery of the vehicle to the RAC by trailer, and Philip and I were on duty to collect it a week later. We departed Dunsfold at very early O’clock in Philip’s Freelander II for the drive into central London, arriving at the Club at 04:45am. The RAC team had already removed the doors and were assembling the ramps down which Philip would drive the Range Rover.

“Always up for a bit of a Land Rover adventure, we had decided not to bother to bring the trailer and instead drive the Range Rover back to Dunsfold. After all, when would we get the chance again to get some once-in-a-lifetime photographs of the Darién driving across Westminster Bridge, even though it would still be pretty dark. It would also be its longest journey since, well, probably since the Darién Gap.

“Our photographer, Craig, wanted us to drive across the bridge a few times while he stood on the pavement and tried to get some shots of us with Big Ben and so on,” says Philip. “Not being a regular driver in London, I suggested that Gary should lead in the Freelander and work out where the suitable spots were to turn around, and I would follow. We did three back-and-forth crossings of the River Thames before Craig signalled that he had what he wanted, and we stopped to pick him up.

“That was when we realised that we had attracted the interest of the significant Police presence and the video cameras around the Palace of Westminster and Whitehall, and as we headed south across the bridge for the last time and turned to drive past St Thomas’ Hospital towards the A3, blue flashing lights appeared in my mirror and were approaching fast, before tucking in behind me as we cruised at the legal limit of 20mph. They probably don’t see many stickered and beaten-up old Range Rovers with ladders and spare wheels on the roof in Westminster, let alone one driving suspiciously backwards and forwards across Westminster Bridge and around Parliament Square, in the dark.

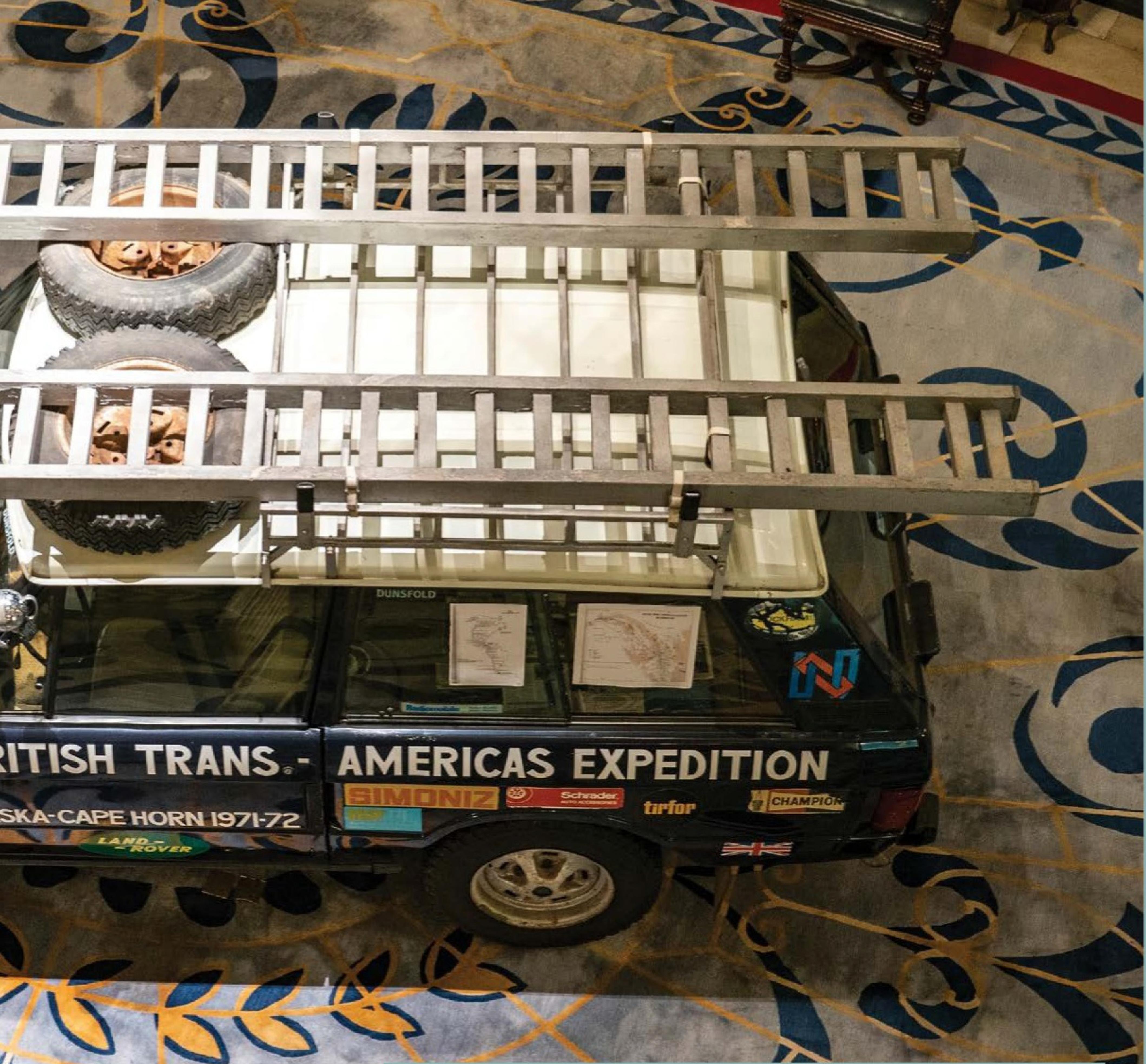
“Whatever they were checking must have satisfied them, because after a few moments of being tailed and expecting to be given a tug, as they used to say in *The Sweeney*, the blue lights were turned off and the patrol car made a sharp U-turn and returned to matters of greater consequence.

“It had certainly been a fun morning, and the photos of VXC crossing the bridge in the pre-dawn light are wonderful, but what we needed right now was coffee and a bacon sandwich.”

Dunsfold’s Philip Bashall would rather look up for the photographer than check the snazzy carpet for oil stains…

BRITISH TRANS-AMERICAS EXPEDITION
ALASKA-CAPE HORN 1971-72
VXC 766K

One out, one in. With the Darién safely out onto the road, the Ferrari replacing it was driven straight in


DUNSFOLD
RITISH TRANS. - AMERICAS EXPEDITION
SKA-CAPE HORN 1971-72
SIMONIZ
Schrader
tirfor
CHAMPION
LAND-ROVER

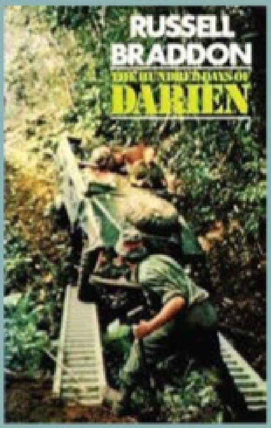
The RAC's huge wooden doors are removed and the Range Rover slowly emerges into the pre-dawn darkness

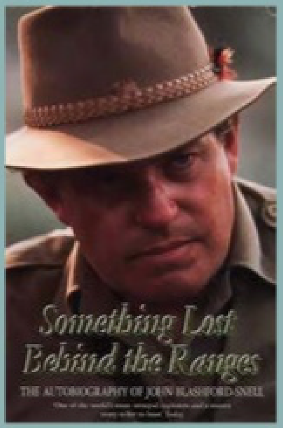
## WANT TO LEARN MORE?

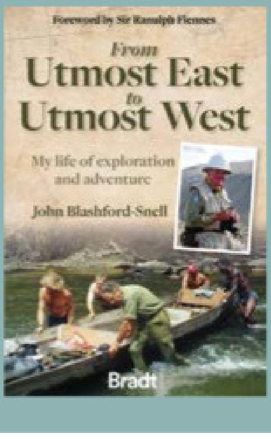
The first book on the British Trans-America Expedition is *The Hundred Days of Darién* by Russell Braddon, which was published in 1974. Somewhat breathless in style, among its many dubious aspects is its claim that the expedition was the first crossing of the Darién Gap by wheeled vehicles. No one involved at the time seems to have felt motivated to point out the fundamental falsehood of this remarkable claim. It is not highly regarded but is nevertheless worth a read and includes a nice selection of photographs.

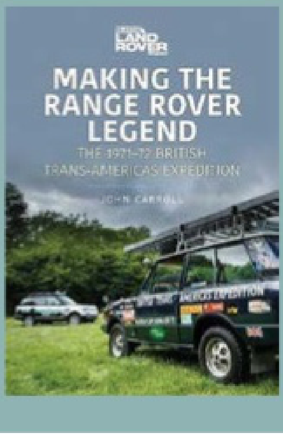
And then there are John Blashford-Snell's own autobiographies, *Something Lost Behind the Ranges*, first published in 1994 and revised in 2014, and *From Utmost East to Utmost West*, due out in late 2022, which cover the Darién expedition together with his many other exploratory adventures around the world.

The best book on the expedition by some margin is *Making the Range Rover Legend: The 1971-72 British Trans-Americas Expedition* by John Carroll, ex-editor of *Classic Land Rover* magazine, whose admirable research and attention to detail is impressive. Carroll draws heavily on the reminiscences of a number of expedition members, and also provides useful summaries of the expeditions that preceded the Trans-Americas.


RUSSELL BRADDON
THE HUNDRED DAYS OF DARIEN


Something Lost Behind the Ranges
THE AUTOBIOGRAPHY OF JOHN BLASHFORD-SNELL


Foreword by Sir Ranulph Fiennes
From Utmost East to Utmost West
My life of exploration and adventure
John Blashford-Snell
Bradt


LAND ROVER
MAKING THE RANGE ROVER LEGEND
THE 1971-72 BRITISH TRANS-AMERICAS EXPEDITION
JOHN CARROLL

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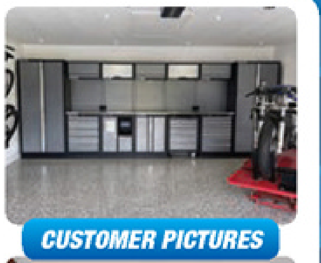

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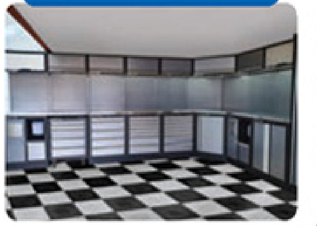

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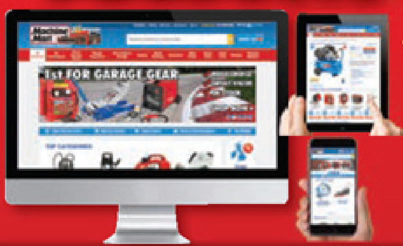

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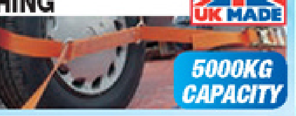

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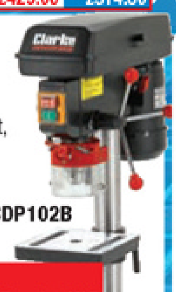

CDP102B

| model | Motor (W) Speeds | exc.VAT | inc.VAT |
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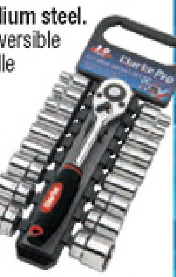

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# THE TRIALS OF ZIT...

MARTIN PORT

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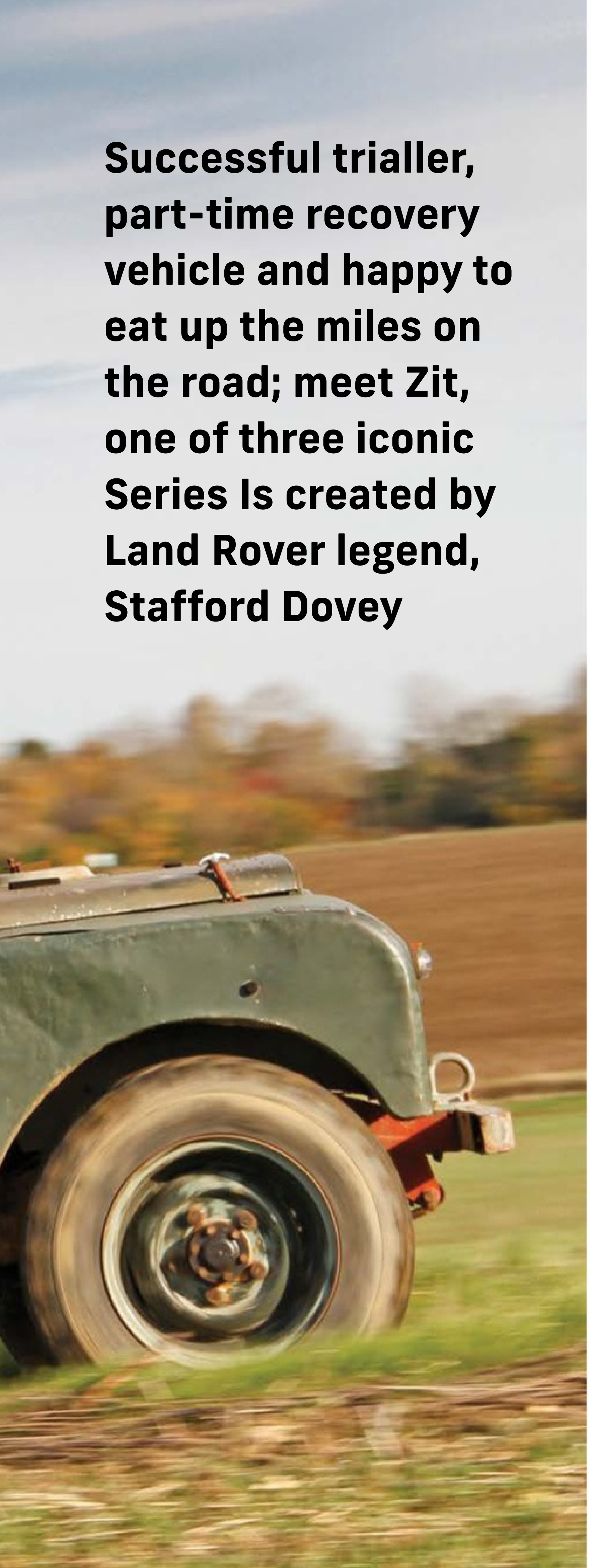
REVIVAL MEETING

**Successful trialler, part-time recovery vehicle and happy to eat up the miles on the road; meet Zit, one of three iconic Series Is created by Land Rover legend, Stafford Dovey**



ANYONE with half an eye on the history of Land Rovers in the UK will be well aware that at one point, it was commonplace to see 80in models changing hands for the price of a night down the pub. There will be plenty reading this, nodding sagely in agreement as they recall these halcyon days, where the diminutive wheelbase had some new owners reaching for the disc cutter rather than chequebook. The aim? To create a competitive trialler rather than a factory-fresh restoration piece.

The last 20 years has witnessed a revival of interest in the Rover Company's first offering – specialists, owners and even the parent company going to great lengths to restore early models. But more recently, there has been a broadening appreciation for those Land Rovers that once spent their weekends competing in local and national trials events before being fixed by whatever means necessary.

Rivet-counters need not apply, of course; those mechanical participants of the trialling scene were more akin to the thousands of Series Land Rovers used and abused in the far-flung corners of the world where a main dealer and official Rover parts supplier were the stuff of dreams. Modification was key to keeping the 80in running and doing what was needed – regardless of the advice and methods offered in the workshop manual and parts catalogue.

As a result, many of the triallers constructed and evolved in the 1970s and '80s had more than a little bit of Frankenstein DNA about them. But where some might have previously crossed to the other side of the road to avoid these creations, time spent properly examining them doesn't only generate a newfound appreciation, but actually gets the heart racing.

One particular Land Rover enthusiast, specialist and skilled trialler was Stafford Dovey – known to his friends simply as Staf. In the 1970s and '80s – and in a bid to lift the silverware – Staf created what some would regard to be the holy trinity of trialling Land Rovers: Zit, Pimple and Acne. At that time, Dovey was living in Suffolk and was extremely well-known in early Land Rover circles. Here was a man who had been working on them from the late 1950s and, as a result, knew them inside and out. If you were lucky enough to have visited him, you would have witnessed a barn stacked from floor to ceiling with vehicles and spare parts, but if you were really lucky, you might have been treated to a peek in the other buildings down the lane – all as equally well-stocked.

Acne, Pimple and our featured 80in Zit, were all created as triallers, but they were put together on a sliding scale of effectiveness. Pimple was purpose-built to compete in Welsh hill rallies; Acne was an out-and-out trialling machine with

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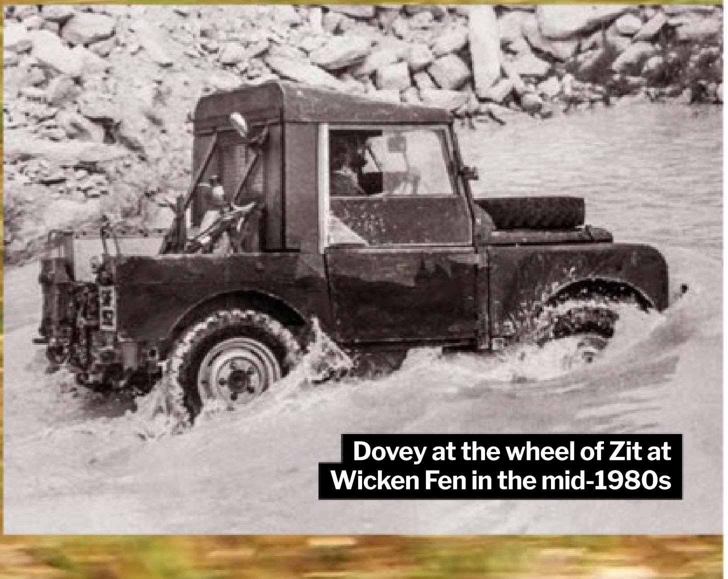

Dovey at the wheel of Zit at Wicken Fen in the mid-1980s

Rarely pictured together, Zit, Pimple and Acne were all built with trialling in mind

PHOTOS: JULIAN SHOOLHEIFER

stripped-down and cutaway bodywork; Zit was built to cope with a multitude of environments – from trials and road rallies to recoveries and general usage. Put simply, it had to cope with anything. Perhaps it's not surprising, therefore, to discover that this particular one of Dovey's triplets was his favourite; whilst Acne and Pimple saw more limited use as a result of their specialist builds, Zit probably shared more time with Staf at the wheel and a special relationship was cultivated between this brilliant all-rounder and its creator.

Current custodian Julian Shoolheifer – arguably best known for his stunning restoration of JUE 477 – first came across Zit when he was 13-years old. With a Land Rover-owning father, their purpose for first visiting Dovey was to collect some parts. But from the off, it was the trialler that captivated the teenager and repeated visits simply nurtured this obsession. Over the years, Julian's relationship with Dovey grew – he recognised the young lad's enthusiasm and passion and encouraged it in his own, subdued way. Even in adulthood, Julian still viewed Zit with a huge fondness – this was his Ferrari poster on the bedroom wall – yet he had never managed to get behind the wheel.

When Dovey announced that he was moving to Rhayader in the Welsh county of Powys, Julian helped sort out his workshop and barns – no mean feat, given the accumulation of parts and vehicles, but while Staf's newfound location wasn't quite as convenient for the Essex-based enthusiast, it didn't deter Julian and he still spent a lot of time there. It was during one visit that Dovey fired up Zit and the pair drove to the top of the Elan valley. Pausing to look at the commanding views, he calmly informed Julian that it was his turn to drive; was this to be a 'never meet your heroes' moment?

The answer was no. "It was the best thing to drive… Ever!" enthuses Julian. When the duo arrived back, an exalted driver pulled the keys from the ignition and handed them to Staf. "You drive this just like I do," Dovey said. "It's uncanny." Offering the keys back in Julian's direction, he announced: "I think you should look after it from now on."

Of course, that was a great honour; Julian had a huge amount of respect for Dovey and what he had done to keep the old Land Rover world alive before 'heritage' was a money-making commodity, but he also knew first-hand of his talents at the wheel of not just Zit, but any of his home-built triallers. Being assigned the role of caretaker for this dream Land Rover meant simply using it and since that auspicious day Julian has used it with the same variety as Dovey: in competition, off-road, as a load-lugger and simply as transport.

Even if the intention is for a brief walk around Zit, you are soon drawn to the minutiae of Dovey's organic build. There are so many alterations, modifications and character-filled initiatives, that it's almost impossible to not inhale and explore every little touch.

In fact, it's very much like peeling off the layers of an onion; the closer you look, the more you notice, and the more you notice, the more you can't help but marvel at some of the oddities that were clearly born out of necessity and an impressively inventive mind. For starters, there are the removable front wings – not removable in the traditional sense that you need to break out the spanners, but thanks to some spring-loaded securing brackets that are usually spotted helping to keep a bonnet in place and some inventive bracketry, both wings can be separated from the Land Rover in seconds, as Julian's son Jake, deftly demonstrates.

It's impossible to not notice the weighty Hesford winch mounted in the rear tub and which exits through a hole cut in the tailgate, but this adds yet another string to the Land Rover's bow – the added kilograms helping provide a little more traction at the back end as well as enabling Dovey to pull out stricken competitors.

Inside, the slender roll cage has provided a home to many additions including an electric fan aimed at the

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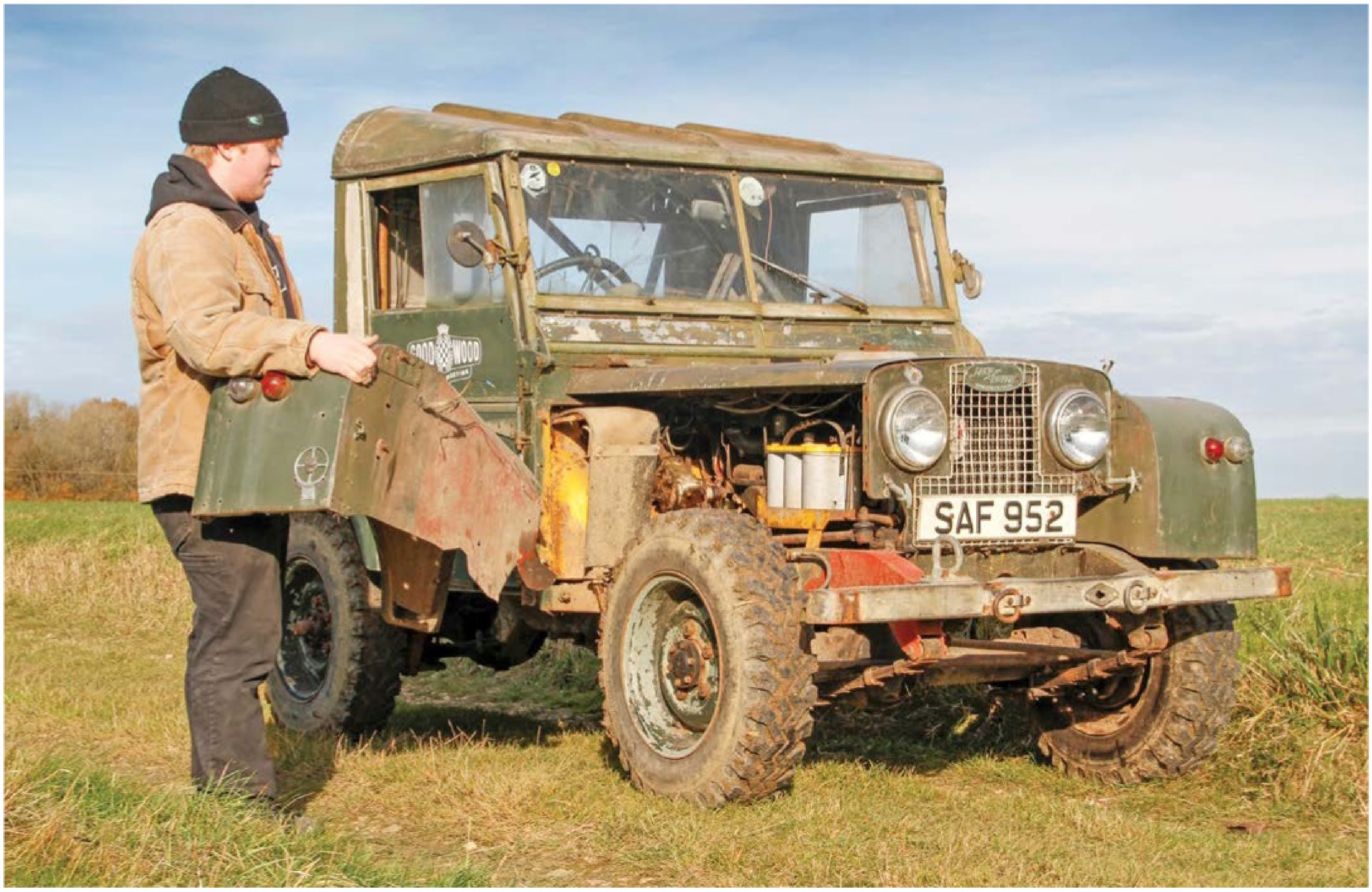
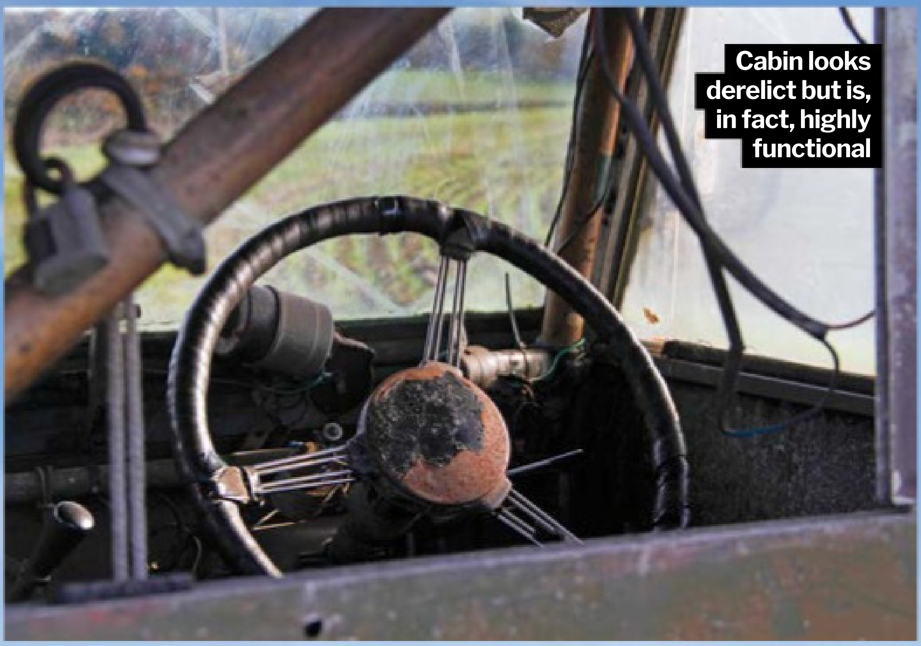
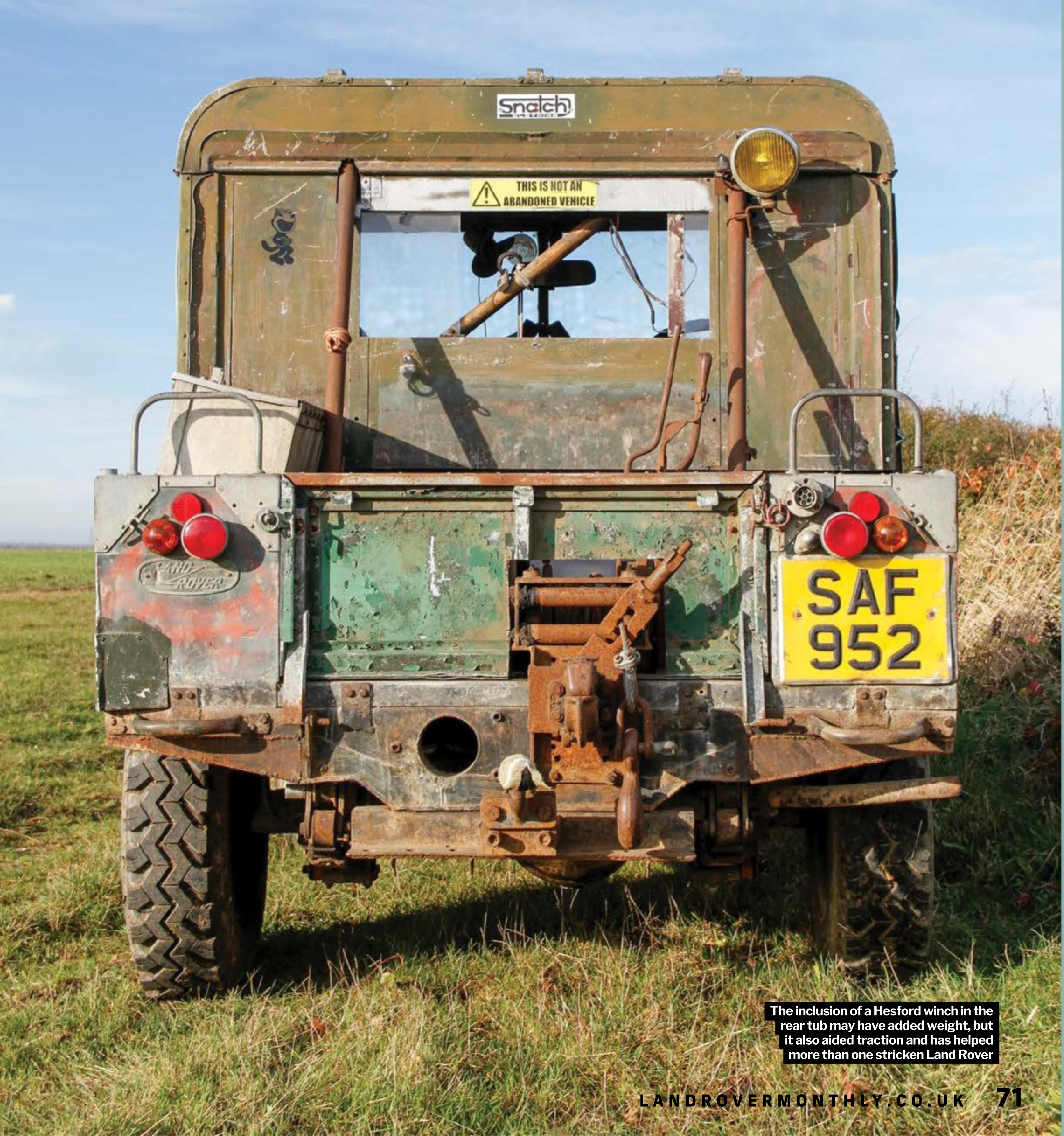
**Jake Shoolheifer deftly demonstrates Dovey's 'quick release' system for removing Zit's front wings – just one example of the man's ingenuity**



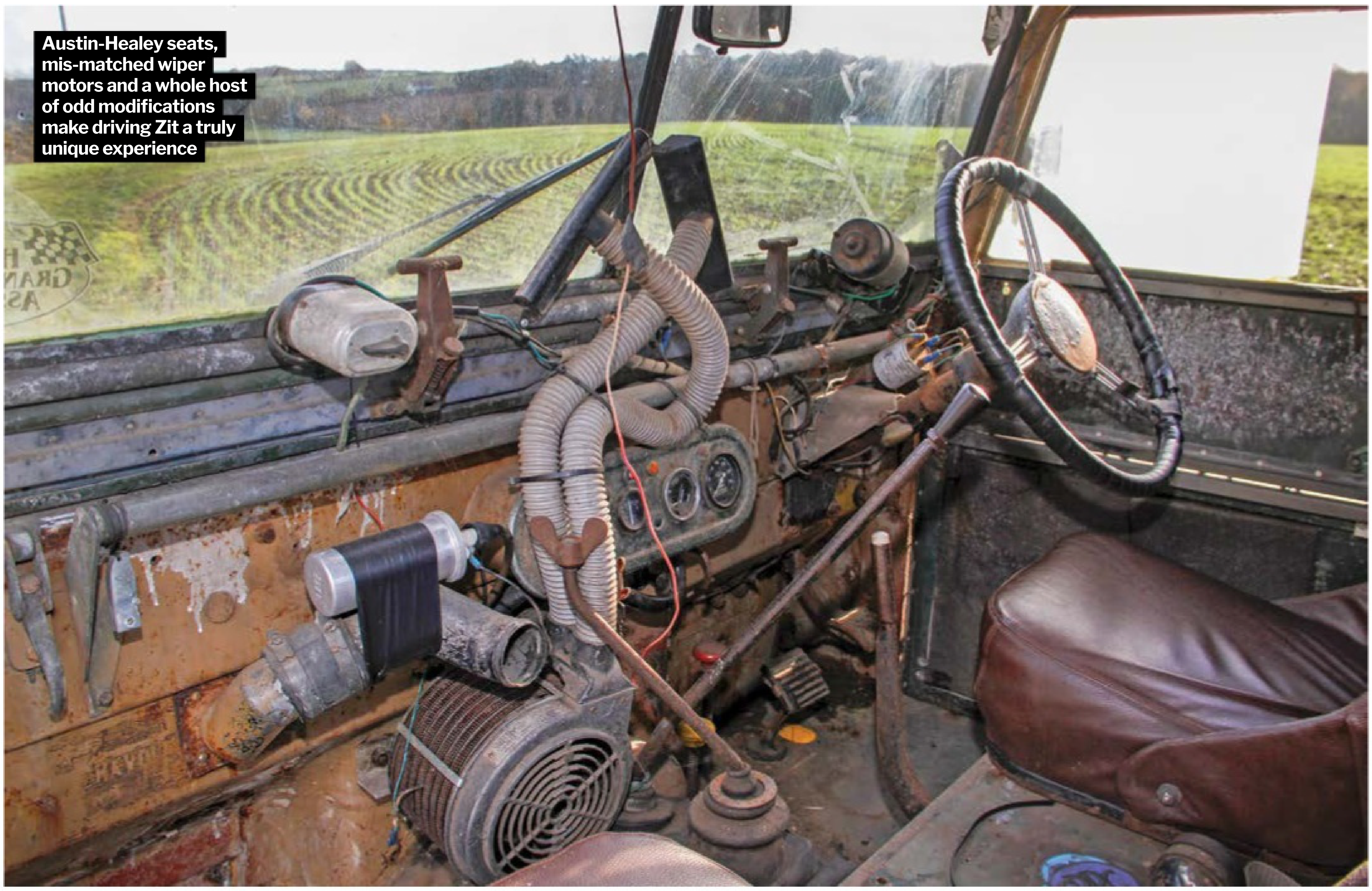
**“You can’t help but marvel at some of the oddities that were born out of necessity and an impressively inventive mind”**



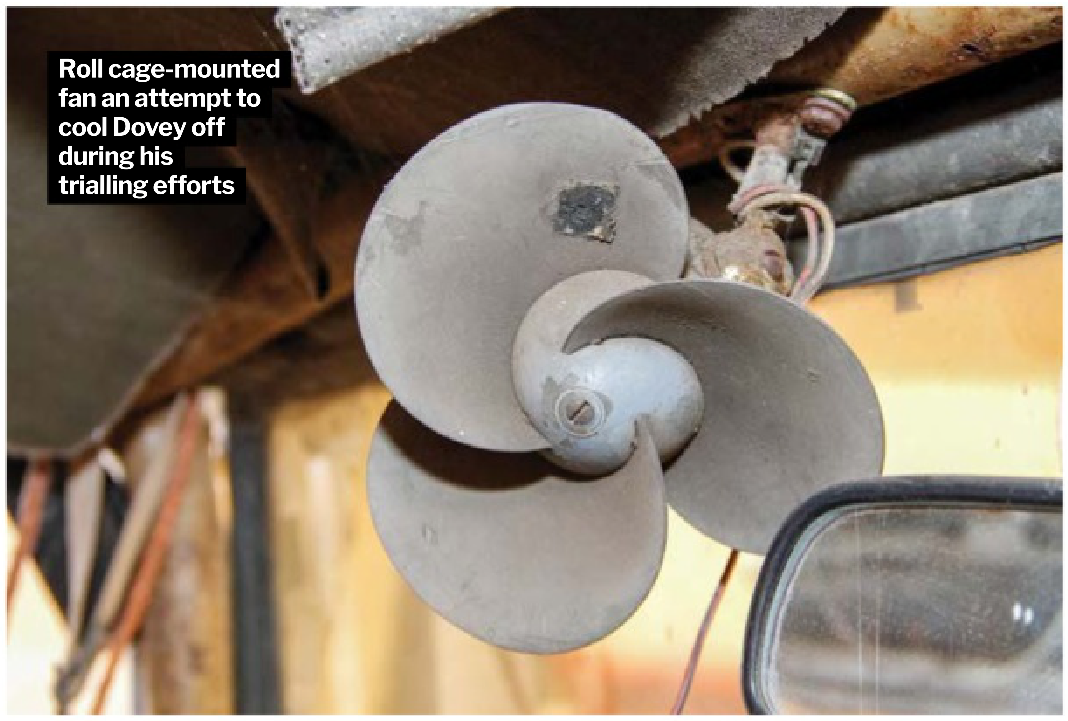
Cabin looks derelict but is, in fact, highly functional


Snatch
THIS IS NOT AN ABANDONED VEHICLE
LAND ROVER
SAF 952

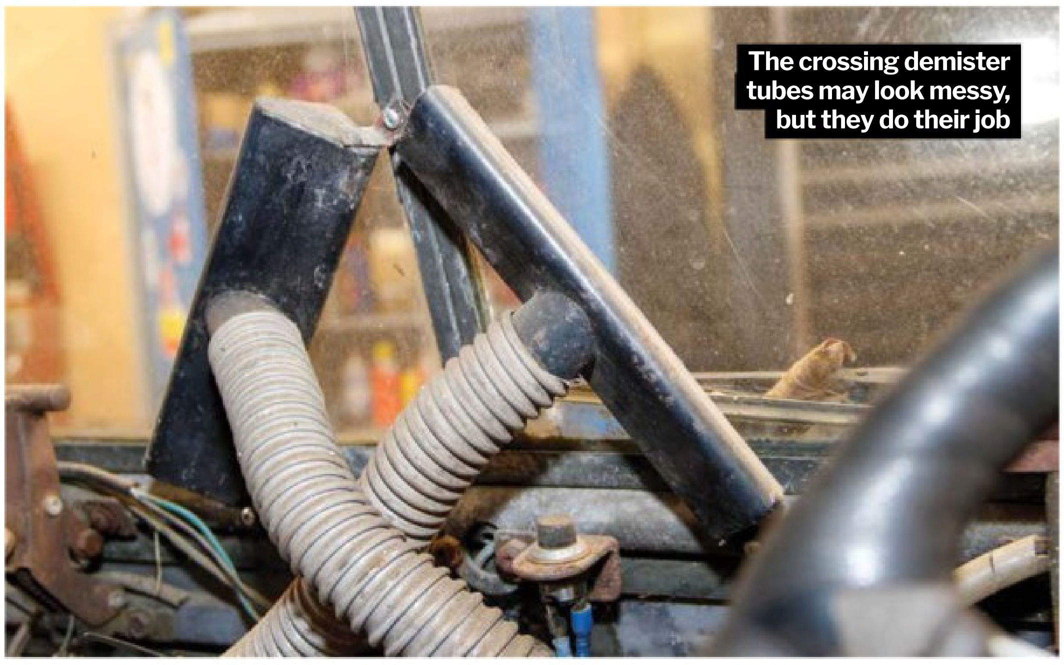
The inclusion of a Hesford winch in the rear tub may have added weight, but it also aided traction and has helped more than one stricken Land Rover



Austin-Healey seats, mis-matched wiper motors and a whole host of odd modifications make driving Zit a truly unique experience



Roll cage-mounted fan an attempt to cool Dovey off during his trialling efforts



The crossing demister tubes may look messy, but they do their job

driver and a perilously-positioned AM radio that has since been removed on the grounds of safety (nobody needs to listen to the shipping forecast when the set is embedded in the side of your head), but the cabin is littered with thoughtfully placed items that do nothing more than serve their purpose. Although a vaguely period-correct wiper motor sits on the passenger side, a more recent Lucas version is crudely bolted in front of the driver to fulfil screen clearing duties; a round Smiths heater is bolted to the bulkhead with demister tubes crossing arms over the instrument binnacle before feeding hot air to the windscreen via centrally-mounted vents.

"One of Staf's particular talents was his ability to repurpose parts," explains Julian. "He always looked at the task something needed to do and then worked out what could possibly be reinvented to fulfil that." One fantastic example of that ethos is the switch for the air horns, which are operated by a Series I brake light switch with a ring added to the end – pull the ring and where once the connection made would light up a bulb, it instead fires up the horn.

The Bosch foglight on the rear of the roll cage is secured in place by the bracket from an 80in fuel sediment bowl and Dovey realised that the opening vents from an 86in vehicle would work rather nicely on an 80in, and so fitted them. Despite possibly appearing rather haphazard, all of his additions and modifications were extremely well thought through and one look at the running gear and suspension offers credence to this approach. A lightweight axle at the front is paired with an ENV axle at the rear, atop which sit modified three-tonne lorry springs to support the extra weight of the winch. Instead of sitting and riding horribly, however, Dovey then adjusted the combination of other leaves to result in a vehicle which not just feels superb on the road, but also maintains traction off it – not an easy thing to do with such modifications.

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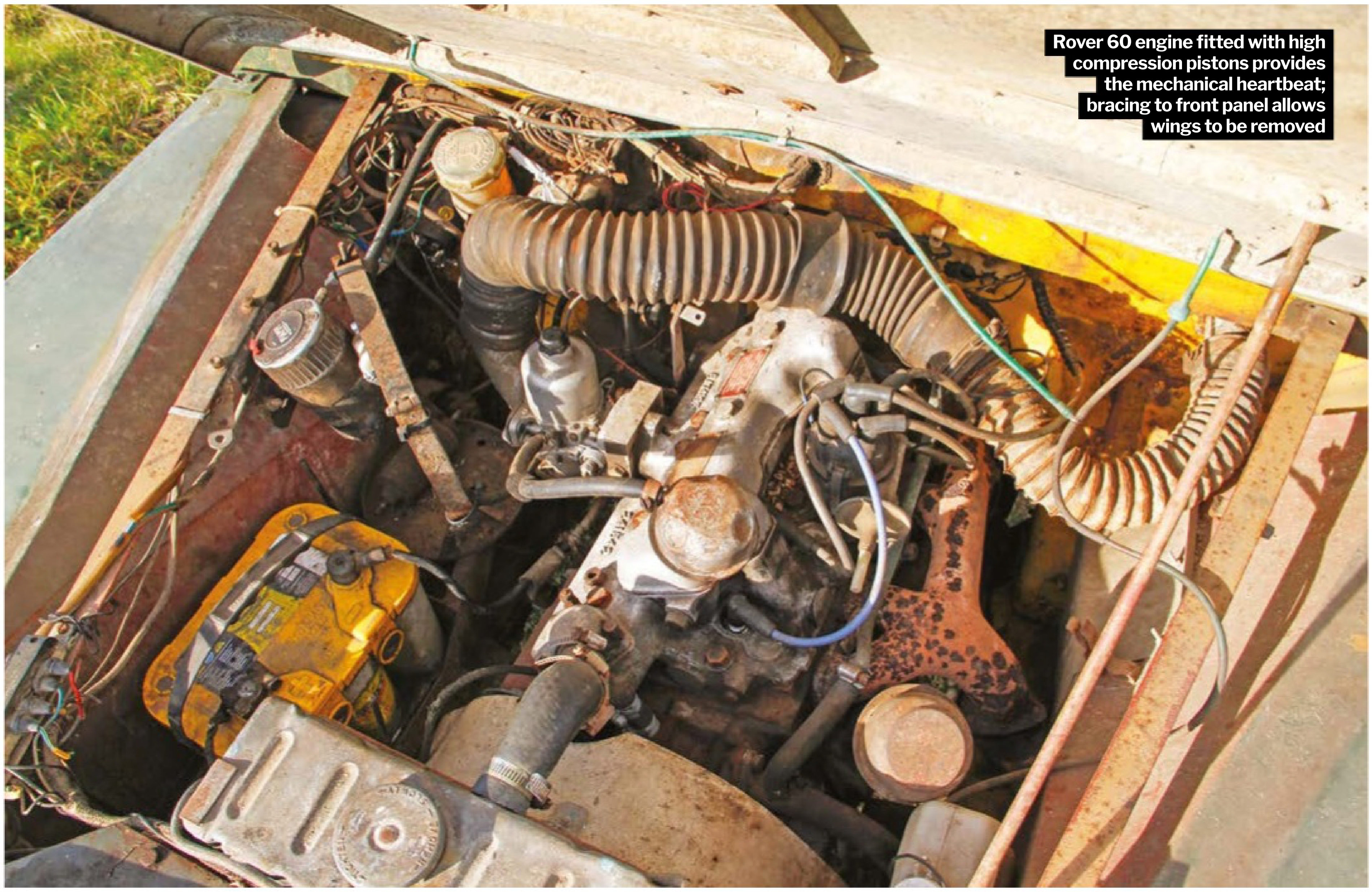
Although built with trialling in mind, Zit is also an all-rounder and so has always remained eminently usable



Rover 60 engine fitted with high compression pistons provides the mechanical heartbeat; bracing to front panel allows wings to be removed

Amongst all this organised chaos are two of the nicest seats that you will ever find in a Series Land Rover – a pair of leather-trimmed thrones taken from an Austin-Healey that inject an understated touch of class into the melee. These may be more recent additions when it comes to Zit's timeline, but somehow they don't look at all out of place thanks to the pick-n-mix nature of this amazing vehicle.

Mechanically, Zit still relies on the late 2.0-litre Rover 60 engine with high compression pistons fitted by Dovey to get it started in the morning and, in true Land Rover fashion, it will burst into action after months or even years of inactivity once it has been fed the two main staple foods: fuel and a spark. The steering is wonderfully light thanks to a low-ratio box and the whole ensemble sits atop a rather beaten, battered, but solid chassis with just a few more subtle modifications visible through the wheelarches – extended damper tubes with an additional eye being just one example that stands out at first inspection and offers further credence to the 'it's not wrong if it does the job' ethos of many historic trialling machines of the period.

A more recent outing for Julian and co-driver Alastair Booker at the 2011 ALRC National

If this little 80in was the subject of an historical investigation, it's fair to say that it would probably have automotive archeologists scratching their heads; the Jaguar Drivers' Club badge on the front wing, Australian grille badge and Goodwood Revival sticker on the door all provide irreverent stopping points in the vehicle's past. But the big question is, will Zit ever return to the trials arena? Unlike its trophy-winning brother Acne, Zit has remained fundamentally the same since its creation. In order to remain competitive, Acne lived in a continuous compete-modify-rebuild cycle, yet to try to alter Zit to a point where it may meet current ALRC regulations would erase so much history.

"It's a snapshot in time," suggests Julian. "Competition vehicles need to evolve and as historic trialling becomes more popular again, then some of the history on these vehicles will inevitably be lost. I'd rather keep Zit as it is, repair as necessary and then use it in appropriate events such as the Patina National."

Strip away all of the humour, necessity and innovation that has gone into creating Zit, and it could quite easily be turned back into a relatively standard-looking 80in Series I. In the hunt for authenticity and a good story, old machines like this have their own following, but you have to get it; if your first glimpse of something similar doesn't immediately have you excitedly crawling around underneath and peering into dark corners to try to get inside the mind of its creator, then perhaps it's not one for you.

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# SKYE HIGH

Our Editor tours the Isle of Skye during the height of summer. Despite the crowds and midges, it was an uplifting experience

PATRICK CRUYWAGEN

LAND ROVER
AJ59 SVW

Another great spot for a leg strech on the Aird of Sleat

ONE of the great things about travelling the UK and the world to report on Land Rovers is that often you find yourself off the beaten track, away from the maddening holiday crowds. This all changed nine years ago when my son Isaac was born. I am not complaining, he's the biggest blessing in my life.

While some fly to Spanish or Greek isles for summer holidays, I normally fire up the Land Rover and look for a camping adventure somewhere. This is exactly what I did during the now all too distant summer holidays. The general advice is don't go to the north of Scotland because of the crowds and midges, but I decided to see if I could avoid both while doing a week-long tour of the Isle of Skye. It's a place I've been to several times, but it would be Isaac's first visit.

To save two days of driving, we flew up to Inverness on good old EasyJet; I booked way in advance so the flights were much cheaper than the cost of fuel if driving.

We then picked up our rental Defender 90 from Inverness-based WildTrax (see details on p82). Most of its rental fleet are low-mileage late old-style Defenders. While ours had every expedition accessory known to mankind, what it didn't have was food, so before leaving Inverness, we stocked up at a big Tesco store. The Isle of Skye does have supermarkets, but once you get to its really remote parts you pay pretty high prices for commodities such as a bag of firewood or a block of cheese.

When travelling with a nine-year-old the key is lots of stops and activities. On a previous trip we did everything Loch Ness monster-related, including boat trips. This time we hugged the loch's southern shoreline, stopping first at Dores Beach so that I could test the camp stove (there were two in the back of the 90) and brew a cup of tea. The sun might have been out, but the cold wind meant Isaac's activities were reduced to skimming stones on the water. Once I had a travel mug full of tea, we continued.

→

BEAST
CROSS
CROSS
QuickPitch
WILDTRAX
SELF-DRIVE ADVENTURE HIRE

We drove past the Eilean Donan castle on the way to Skye

The Puma-engined 90 is much perkier than a 110 with the same engine, thanks to its smaller size and lower weight. We passed several impressive viewpoints, all with several camper vans admiring the vista.

Our next stop was at the Falls of Foyers, another great opportunity for a leg stretch as we hiked down into the gorge for the best view. It had been the hottest summer on record so far in the UK, so the falls were more of a narrow trickle than the expected wide, white-water cascade. Still, they were without a doubt worthy of a stop and look.

From the village of Fort Augustus we headed west, to cover the 50 miles or so to the Isle of Skye. We knew we'd arrived when crossing the impressive Skye Bridge. The building of the bridge in 1992 was privately funded, and investors controversially then charged users a toll when in first opened; it was one of the most expensive toll bridges in Europe. Fortunately sanity prevailed when the Scottish government purchased it in 2004 and the tolls were scrapped.

Not long after crossing the bridge we left the main road (A87) and headed south on the A851. Straight away there seemed to be less traffic. We had a few days to explore Skye and I wanted to see as much of it as possible. This southern peninsula is known as Sleat. It's also referred to as the Garden of Skye and we could see why – the green peninsula's lush vegetation seemed to stretch all the way down to its craggy coastline and white sandy beaches.

Our first night on Skye was spent at the posh Duisdale House, a boutique hotel surrounded by mature woodland. Before dinner we took a walk to the nearby rocky beach, although it was too cold and cloudy for a swim. When we retired to our comfortable room after our world-class dinner, I couldn't help but dream about the four nights of camping which lay ahead.

After breakfast our 90 continued in a southwesterly direction along the Sleat Peninsula. While we took the touristy bridge to get onto the largest of the Inner Hebrides islands, there are other more adventurous ways. One of these includes taking the ferry from Mallaig to Armadale, which was our next port of call. As we had enough supplies for a month, we didn't have to stop at the shops and instead headed straight for Armadale Castle with its very impressive gardens, stocked with plants from all around the world.

The further south we headed from Armadale the fewer vehicles we saw. Eventually the road finished at the Aird Old Church Gallery. A Discovery 4 stood in the driveway so Isaac and I went in for a look-see. The gallery is run by the friendly Peter and Jane McDermott who moved here with their kids in 1996. What a place to live!

We left the Defender in the car park, packed a picnic and put on our hiking boots. Sandy Beach lay a few miles away at the end of the peninsula. The scenic walk was well worth it – despite the beach being covered in thousands of blue bottles, it was still the most idyllic and remote picnic spot.

Once back at the 90 we headed back along the road we came but took a detour towards Tarskavaig, a crofting village on the western side of the peninsula. Our plan was to wild camp on the beach at Tokaivaig, something that was recommended to me by knowledgeable Lauren Eaton, formerly of GLASS (Green Lane Association).

Our little campsite was heaven on earth, a grassy patch right next to the beach, and I positioned the 90 behind a small rocky outcrop for protection against the wind. We had the whole beach to ourselves, although a few local cows did pop in for a visit. The 270-degree awning and hard-shell tent only took about a minute to set up, and the bedding (and towels) were already in the tent. This was the way man was meant to camp.

Isaac helped me get a fire started and on the menu for the night was his favourite meal, chicken tikka masala.

➔

W
SELF-DR
SOUTH AFRICA
FIRE BOX

This was our perfect camping spot at Tokavaig

Isaac plays a Macleod at Dunvegan Castle

The Glenbrittle campsite shop serves great coffee and treats

Little places like this are what makes wild camping in Scotland so special. That night we fell asleep to the sound of the sea and just before sunrise the sound was obviously still there. From my bed I could see the sea and the orange skies. Some pay hundreds of quid for experiences like this; we had just camped there for free. The most important thing, though, is to leave the place in better condition than how you found it.

It was tempting to stay another night, but after a morning walk to the nearby Dunscaith Castle ruins, we decided to push on. Craig and Cheries from WildTrax had told us about a wonderful family-friendly campsite at Glenbrittle which was next on our list. So we said goodbye to Sleat and rejoined the A87. The rugged landscapes all around us left Isaac and I at a loss for words. He soon found his voice again when we stopped at Eas a' Bhraidan and took a swim in the waterfall. I decided to pass, as did everyone else in attendance.

At the Sligachan Old Bridge we left the main road and took the A683 and, as is often the case in Scotland, the weather turned on us for the worse, necessitating the deployment of the Defender's heater. As we passed the Fairy Pools it looked as if *LRM* was hosting a Spares Day in the car park, as the place was rammed to overflowing.

I don't do craziness or crowds, so we pushed on to the campsite. Our tip-off proved to be correct; there was a lovely café and coffee shop at the campsite and we are able to bag a seafront pitch. Despite the rain we still made a fire to cook on. Eventually after dinner it stopped, but then so too did the wind and we got our first taste of midges on the trip.

Quickly, on went the bug spray. It helped a little but the nasty little bugs took a liking to me and started to eat me alive. Even so, we took a sunset walk on the beach and it seemed the right way to end the day. One blessing was that our tent was 100 per cent midge-proof and so we both got a good night's rest. Well, sort of…

**The Isle of Skye is very kid-friendly with lots for them to see and do**

I woke poor Isaac up at 4:00am so that we could pack away and get back to the Fairy Pools before the crowds. It worked a charm and we had the whole place to ourselves. I could see why they are on all of the 'best things to do on Skye' lists. I bet on a warm sunny day the series of beautiful blue pools running down the hillside are a great place to cool down in.

The problem with starting early is that we arrived at our next stop, the nearby Talisker Distillery, before it had opened. So we inflated our paddle boards and headed out on Talisker Bay for an early morning paddle. Talisker is one of my favourite single malts and so I was in whisky heaven when we eventually got in and I was able to purchase a few bottles plus an enamel camping mug.

From the distillery we headed north to the must-visit Dunvegan Castle, which is the oldest continuously inhabited castle in Scotland. It has also been the ancestral home of the Chiefs of the Clan Macleod for several years. There was lots to see in the castle and its gardens including the clan's famous Fairy Flag, so do stop there if you're in the area.

We headed north further still after lunch and after reaching Uig I could tell that the early start was getting to the both of us. We took the steep track out of town and pulled into a layby. I popped the tent up and Isaac and I took an afternoon nap. From our prime spot we could see the ferries come and go to the Outer Hebrides.

By now we weren't too far from the northern most part of the Isle of Skye, also known as tourism central. How did I know this? More cars and people than ever before.

Our next stop was at the Quiraing, a very scenic landslip on the eastern face of Meall na Suiramach, the northernmost summit on the Trotternish peninsula. As it was probably one of the most beautiful places to hike on the Isle of Skye, the car park was pricey and packed.

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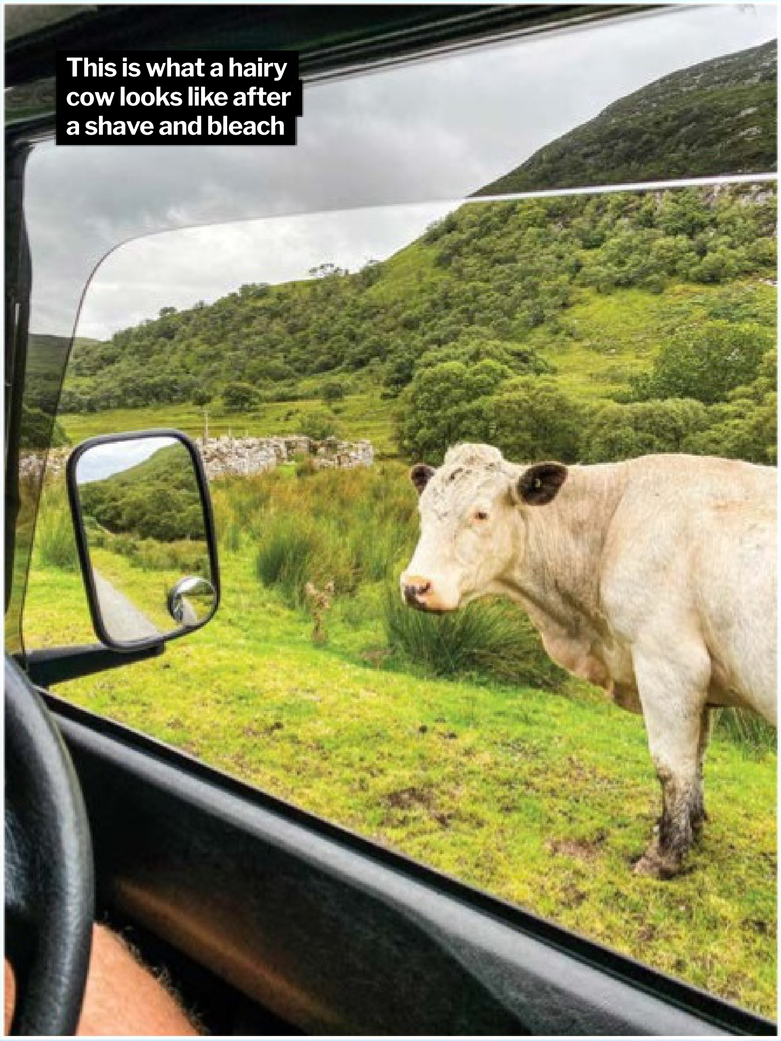
> “The Isle of Skye is one of those places where after you’ve been once, you just keep on coming back”



This is what a hairy cow looks like after a shave and bleach

LANDROVER
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Our final night was spent at the stunning Sligachan campsite

## WHERE WE STAYED

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## HOW WE GOT THERE

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Isaac walking into the mist at the Quiraing

Isaac and I headed out on a hike just as the mist moved in, so visibility was not very good and we weren't able to see the Needle, a jagged 120 foot rock pinnacle. Still, we got the sense that we were somewhere special thanks to the bits of the dramatic landscape that we could see.

There were hundreds of campervans wild camping along this eastern side of the Isle of Skye's most northern finger. I had another tip-off about an isolated wild camping spot towards the interior. It was the Loch Cuithir picnic spot and it took us about 30 minutes to get there from the tar road.

However, I spotted bits of white toilet paper everywhere, plus the midges were out of control, so I decided to backtrack to the main road. We made our way to a deserted churchyard that I had seen earlier and camped up there for the night. No one disturbed us, not even the ghosts.

We had done several memorable hikes already on our trip and to motivate Isaac for one last outing, I dangled the carrot of a meal in Portree, the capital of Skye, in front of him. He bit that dangling carrot and off we went, an early morning hike of The Storr, a rocky hill the steep eastern face of which overlooks the picturesque Sound of Raasay.

It was as if Skye had saved the best for last. The sun was shining bright as we made our way up the steep path of this Trotternish landslip. Our target, some of the several pinnacles off in the distance. We trekked upwards for the best part of an hour, before making our way around one of the pinnacles. Below us was the Sound of Raasay, but we couldn't see the sea because of the low-lying clouds which we stood above.

Portree is a proper coastal tourist village and Isaac got his sit-down meal, a curry, followed by a walk around the colourful capital of the Isle of Skye. Before night fell we headed towards the campsite at Sligachan, one of the remaining few with vacancies. It was the perfect place to spend our last night on the isle. The towering peak of Glamaig stood guard over the campsite. All around us people were smiling, the smell of BBQs filled the air, while kids ran around playing tag or football. Isaac was in heaven and so was I.

The Isle of Skye is a happy place thanks to its unique landscapes and the abundance of fresh, clean air that seems to intoxicate its visitors. Our 90, which ticked over the 100,000 mile mark on our trip, had been absolutely faultless.

It had been the summer trip of a lifetime for Isaac and I. Yes, there were more midges and people than we would have liked, but at times it did feel as if we were the only people on Skye. It is one of those places where after you've been once you just keep on coming back. This was my fifth visit and it won't be my last.

## RENT A LAND ROVER

WildTrax is based in Inverness and runs a rather large fleet of fully-kitted Defenders. All you have to take care of are your clothes, food and self. Our Defender 90 had it all: stoves, sheets, duvets, cutlery, crockery and anything else you could think of for an expedition. These guys have been in the business for several years and know what their clients need when exploring remote Scotland.

Craig and Cheries Dutton did a very professional handover of the vehicle, explaining in great detail how everything works. Cheries was also willing to discuss our trip and offer tips on where to stay and what not to miss out on. I would highly recommend WildTrax.

For more details see wildtrax.co.uk. For those who don't like the cold or camping, WildTrax does great combo deals with its lodge – instead of a tent you get a lodge with a log burner, flush toilet and proper bed.

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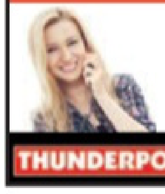

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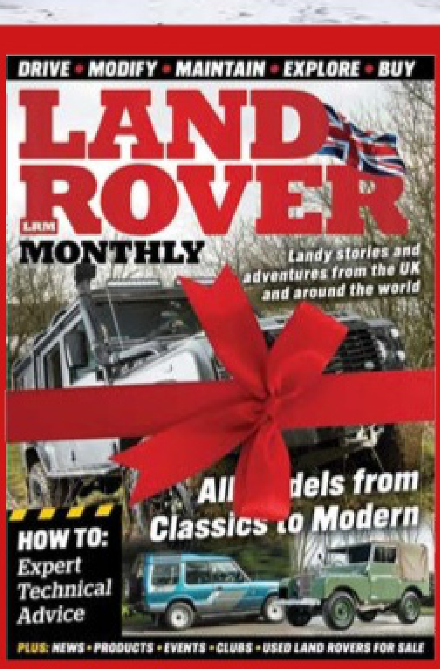
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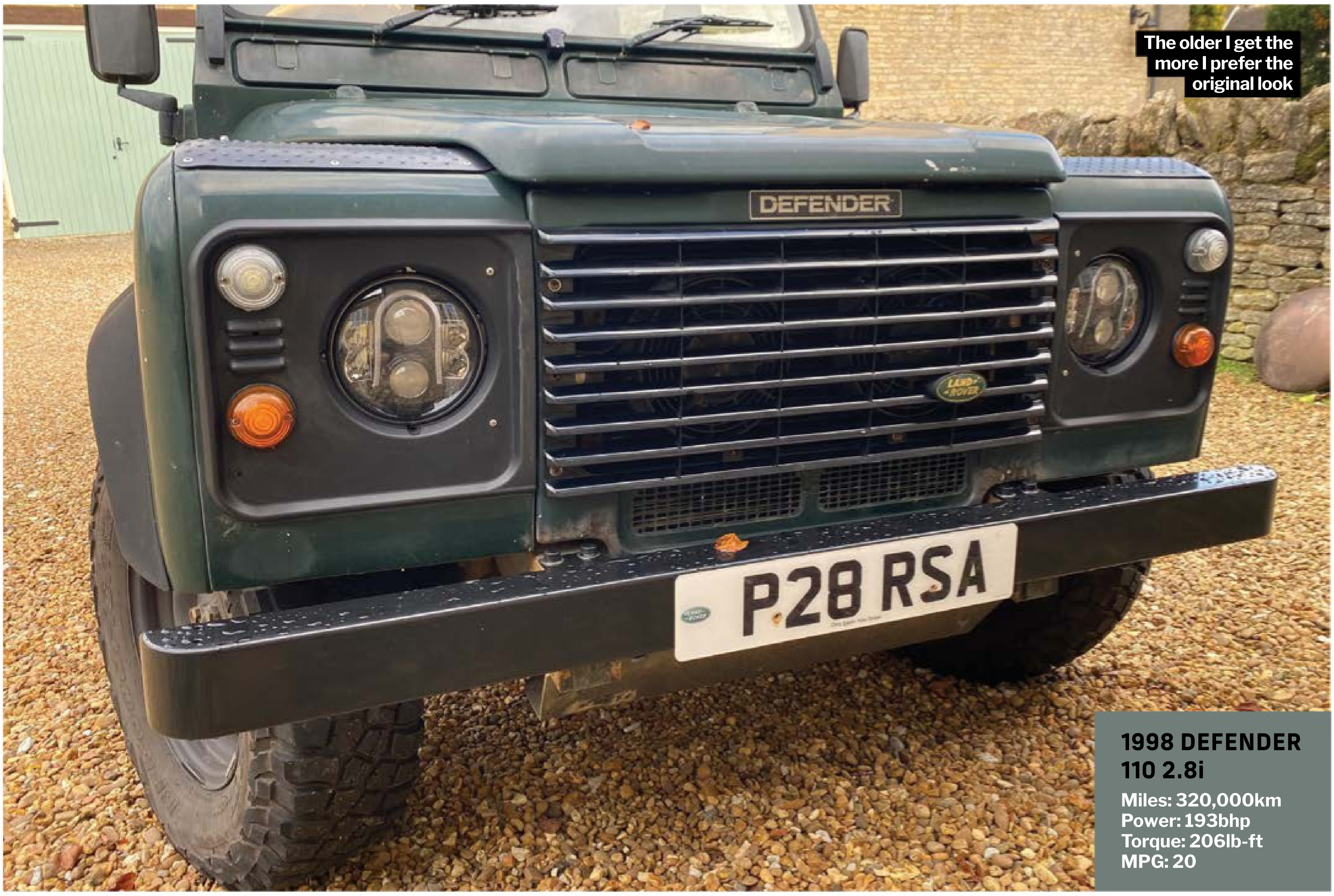


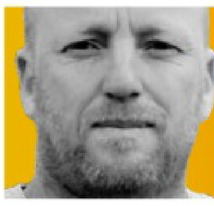
The older I get the more I prefer the original look

**1998 DEFENDER 110 2.8i**

Miles: 320,000km
Power: 193bhp
Torque: 206lb-ft
MPG: 20

# Full frontal

## Pat decides to strip off for the winter. His bull bar, that is...



**PATRICK CRUYWAGEN**
*LRM* EDITOR

I have owned several Defenders in my lifetime and three of those were in or from Africa. All of my African Defenders have one common accessory, the ARB bull bar.

When I used to drive home from work in Cape Town I would have to go down Strand Street in the city centre. The taxi drivers there were above the law; they would stop where they liked, drive through red traffic lights, overload their rides and generally do whatever they wanted to. A nightmare if you were in a regular sedan but not so if you were in a Defender 90 with an ARB bull bar. Then they were afraid and treated you like Shaka Zulu, while keeping well out of your way. In Australia they call the bull bar a roo knocker, in Cape Town it was my taxi control device.

When I purchased my current Defender it had an ARB bull bar on. I have kept it on for the last few years but realised that it is probably overkill for the M25 and M1. It would come in handy if I wanted to knock over thieves on a scooter in central London. As it adds weight to the front of my Defender I recently decided to get rid of it.

When Ian Baughan from IRB Developments recently installed some new ORE4x4 headlights (fitment to be featured in a tech feature), I asked him to please remove the bull bar. Ian then fitted a standard black ORE4x4 bumper with the straight ends. Nothing flash or over the top. I also didn't want anything with daytime running lights in it.

Ian really knows his stuff when it comes to Defenders and I enjoyed listening to some of the stories from his days when working within Powertrain Development at JLR. My new front bumper is made from 3mm-thick steel and thanks to the included fitment kit, it only took a few minutes to fit after we had removed that one difficult bolt from the old bull bar. The ease of fitment is mostly thanks to the clever bracket that helped us to easily locate the bolts. I decided that this was a good time to tidy up the whole front and so Ian kindly also supplied new plastic headlight surrounds, a new plastic grille and headlamp bezels – the old ones were well and truly knackered. All these new additions have totally transformed the front of my Defender.

Initially I wondered if I would get used to the standard-looking front of my Defender, but after a day or two I must say that it has really grown on me.

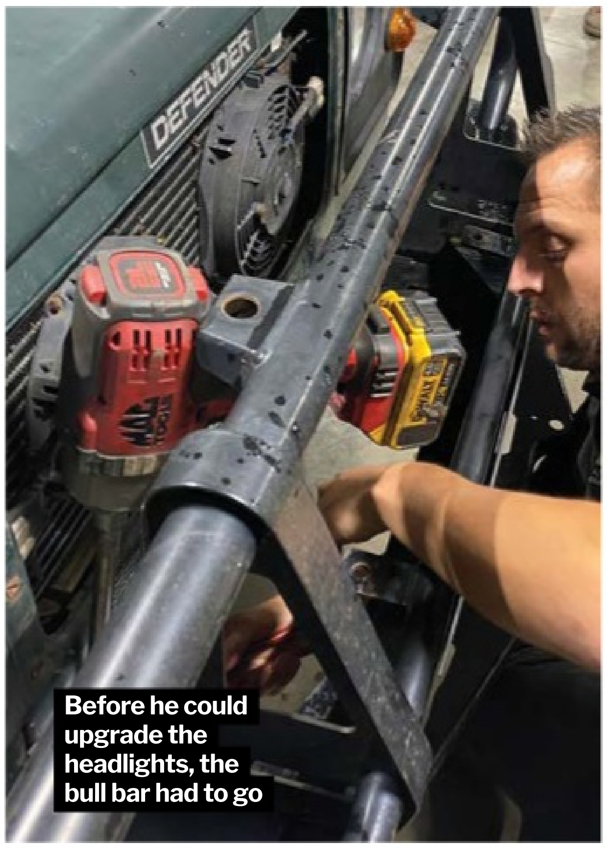
In the last year or two I've been using my light bar a lot when driving on deserted country roads. The new headlights supplied by ORE4x4 (7 inch LTPRTZ headlights) do give a much better-quality light than my 40 inch Osram light bar does. The light they create is white in colour, while the light from my lightbar now seems almost yellow in comparision. The difference is nothing short of incredible.

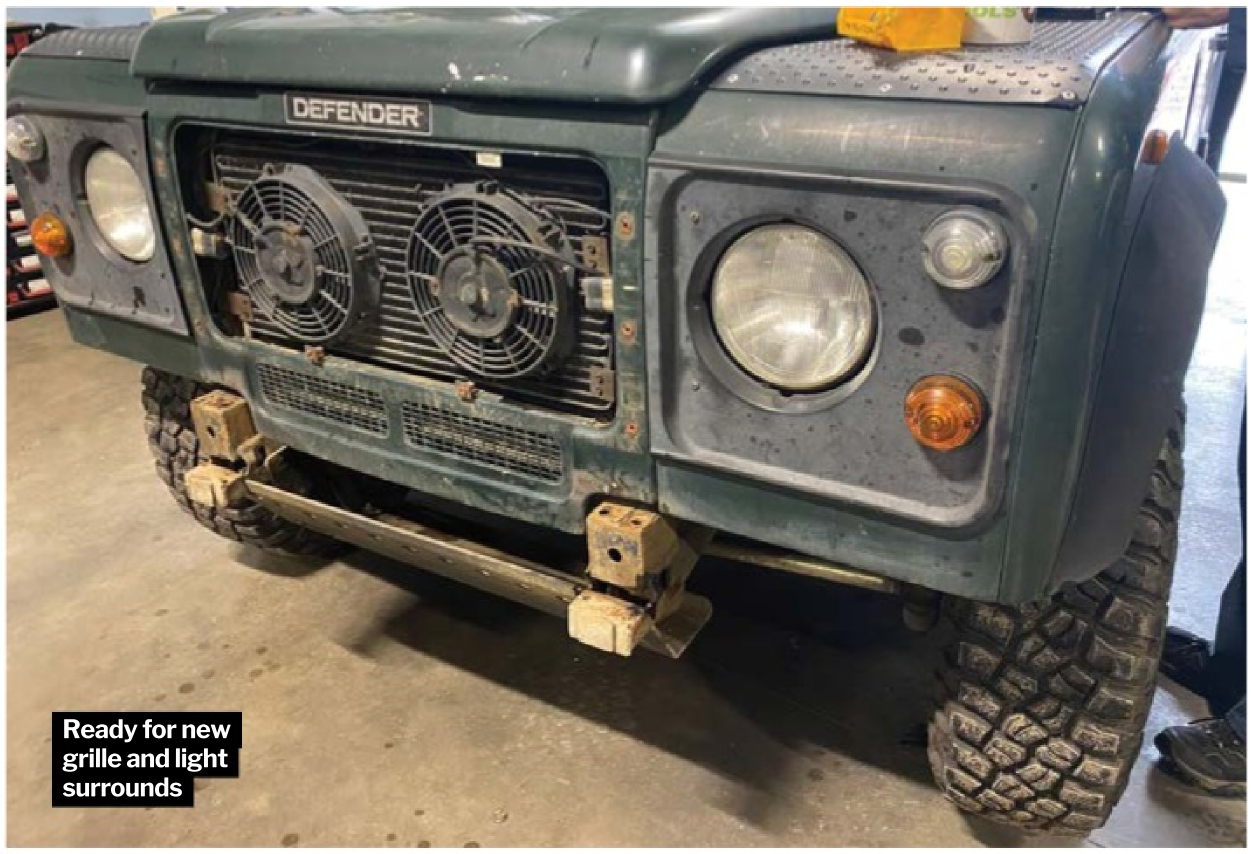
I already have a quote to powder coat my old ARB bull bar. They cost about £1500 and I wanted to get mine looking like new again. A friend of mine is shipping his car

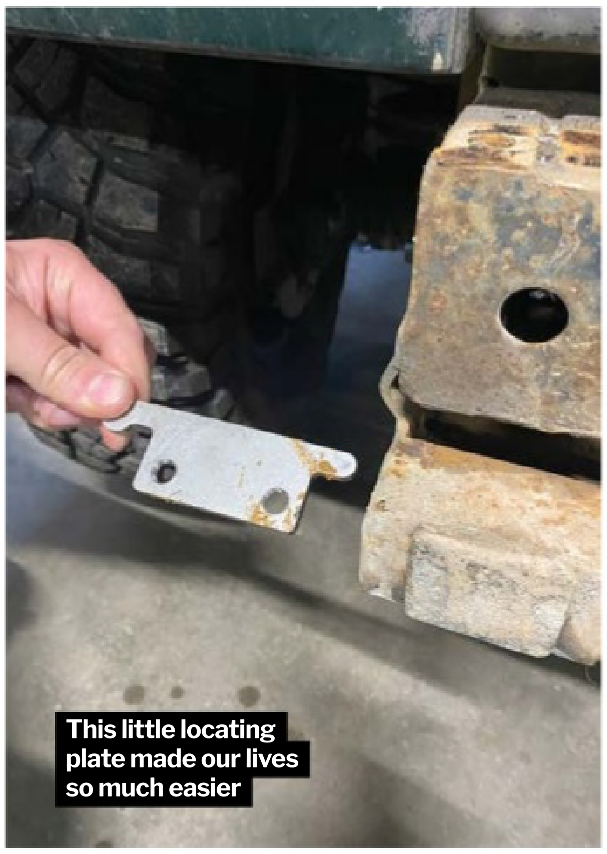
BRITPART

BRITPART
The quality parts for Land Rovers

Ian asks himself why is there always that one bolt that has to be difficult?


Before he could upgrade the headlights, the bull bar had to go


Ready for new grille and light surrounds

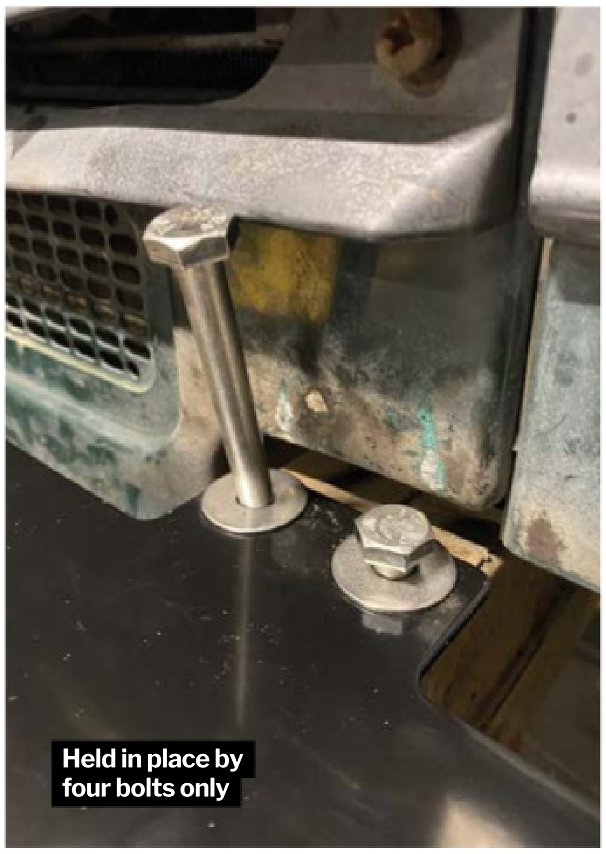

This little locating plate made our lives so much easier

Thanks to Ian Baughan from IRB Developments (see irbdevelopments.com) for the professional work he did to my Land Rover. Thanks also to ORE4x4 for supplying my new front bumper and the fitting kit. Its front bumpers start from £230. For more on their fantastic product range see ore4x4.co.uk.

from the UK to Africa to do a trip and so it will go onto his 110. I like the fact that it's going to a good friend and to a place where it will be useful again. One man's junk is another man's treasure.

While I might not have something to protect my Defender if it I hit an elephant or taxi, I might just be able to stop before that happens thanks to my new headlights. I think my Defender looks much smarter after we gave it a good old facial.

→


Held in place by four bolts only

Plastic caps on and we're done

# The Rover Social

## Gary Pusey investigates a new show with a difference

I read about it on social media – a new, one-day event called The Rover Social. It almost sounded like an informal pop-up thing, but since it was only a few miles down the road from home and the sun was shining, I decided to go. It gave me an excellent excuse to dust off the Stage One 88 and give it a run.

My brother decided to come as well, in his immaculate 1990 Discovery, and we managed to persuade Philip Bashall to bring something interesting and topical from the Dunsfold Collection. He chose the Darién Range Rover, fresh from its glamorous week at the Royal Automobile Club. We had quite a convoy.

Well, what a wonderful day it turned out to be. The Rover Social is the brainchild of Land Rover enthusiasts Simon O'Leary and Ian Higginson, who were chatting over a pint in their local earlier this year when Simon announced that he'd always fancied arranging a Land Rover show. Unlike most things that get discussed over a beer, this idea actually became reality.

PHOTOS: CRAIG PUSEY AND BEN WRIGHT PHOTOGRAPHY

**GARY PUSEY**
*LRM* CONTRIBUTOR

"We wanted an event that embraced the pleasures of Land Rover ownership and what we see as the evolving Land Rover lifestyle." Ian tells me. "There's a community of Land Rover owners out there who have a shared love of the outdoors with a dash of adventure thrown in. We want to encourage owners to try new experiences and find new friends with like-minded interests."

"We think there is space for a new kind of Land Rover event," adds Simon. "There are plenty of people buying older Land Rovers now that are new to the enthusiasts' community, and we think an event like this is a great way to introduce them to each other, and to the lifelong fanatics and the people who are buying into the growing restomod market."

Were they successful? Well, there was certainly a good turnout at the Social, with many well-known faces and vehicles, but there were also a significant number of visitors who were attending their first Green Oval show, having bought their first classic Land Rover in the last year or two.

The location was perfectly chosen. Loseley Park near Guildford is a stately home, a working farm and an events venue, and The Rover Social was set up on the field in front of the big house, which provided a suitably smart backdrop.

For a first-time event there was an impressive list of exhibitors which certainly seemed to chime with the aims and ambitions set out by Simon and Ian: there were companies offering high-end outdoor and camping gear and camping and EV conversions for classic Land Rovers and specialists in restomods, 4x4 training and tours, vintage clothing, and high-end mountain bikes and e-bikes. Several local Land Rover clubs attended as well, and there wasn't an autojumble stand in sight.

An open bonnet never fails to draw the crowds

Don't worry, this was officially sanctioned…

Alex Bescoby answers questions

Bob and Joe Ives made a welcome guest appearance

Philip Bashall kindly brought along the Darién Range Rover

There were also a lot of familiar faces such as Nick Dimbleby, Bob and Joe Ives, Mike Bishop and Alex Bescoby of *The Last Overland* fame, and Simon and Ian hosted interview discussions with them during the day in the marquee dubbed 'The HQ'.

A non-damaging off-road course had been set out around the estate and anyone interested could join an escorted run around the circuit. It didn't bear comparison with the off-road courses at places like Billing, but that was the point. It was about introducing people to off-roading in a safe and friendly way and judging by the constant queue of vehicles waiting to join, it was achieving its aims.

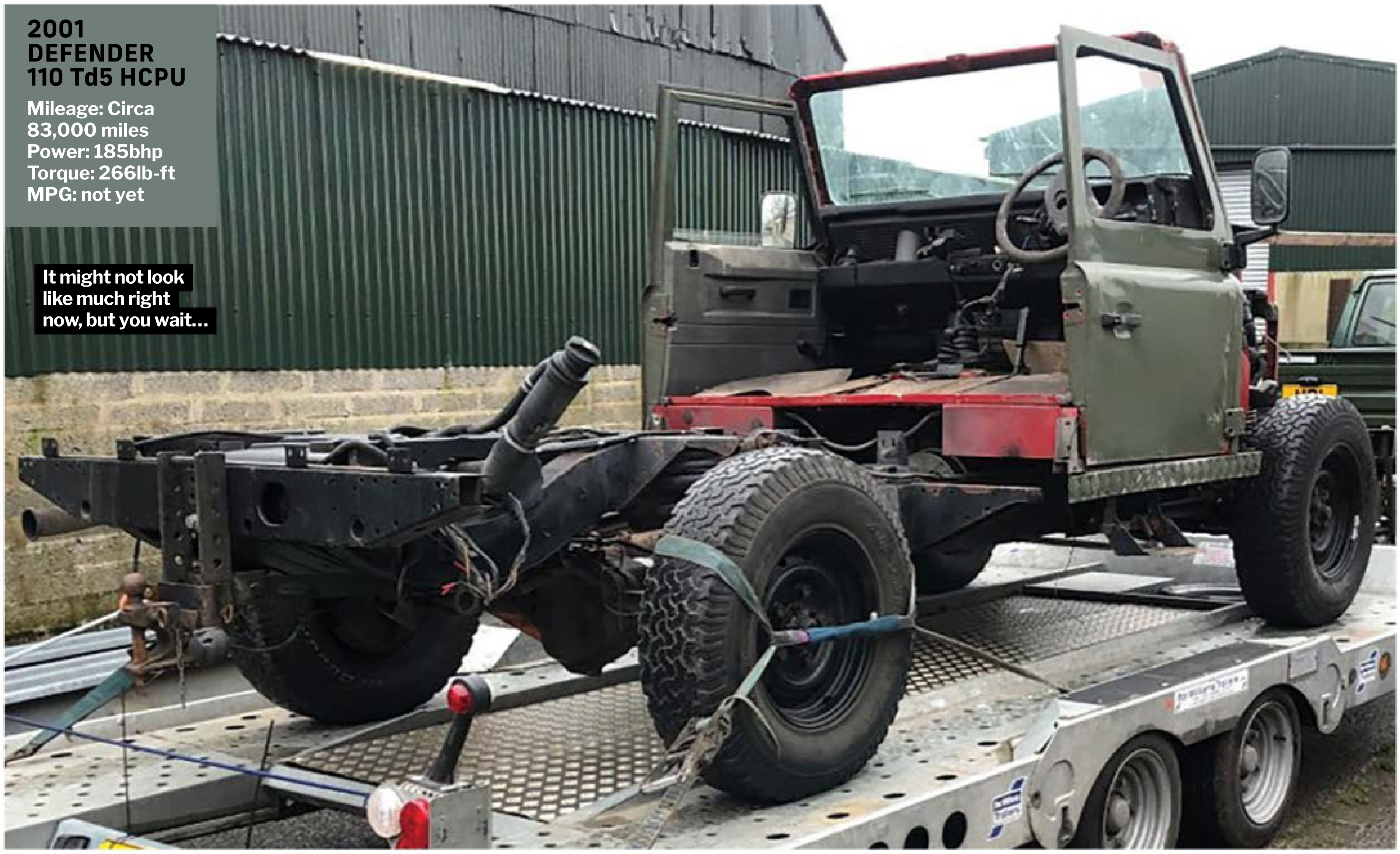
There were some awards, sponsored by show supporters *Car & Classic*, including a popular People's Choice Award, and plenty to entertain the kids including mini Land Rovers, radio-controlled vehicles, e-Biking, a find-the-lost-Land-Rovers search, and a drawing competition.

There were a few glitches… A power failure meant the only coffee stall couldn't open for an hour, by which time there were a lot of thirsty showgoers, and some of the food vendors were overwhelmed, but for a first attempt by a team with no previous event management experience, it was a brilliant effort.

I don't think I'm alone in hoping it becomes a regular in the show calendar.

→

Loseley Park made for an impressive backdrop



**2001 DEFENDER 110 Td5 HCPU**

Mileage: Circa 83,000 miles
Power: 185bhp
Torque: 266lb-ft
MPG: not yet

It might not look like much right now, but you wait…

# Big-up the pick-up

## Trevor's life is incomplete without an HCPU in his life

THE nature of my business and the way in which it has evolved means that I am continually moving parts, materials and vehicles. This is mainly due to working across three locations, albeit one of these is temporary. My primary workshop is in the grounds of my house, which is very convenient. Close by, I have had the use of another small yard, which is in the family, on a temporary basis. This temporary basis has been going on for some ten years and it is unknown how much longer I can use it – it could be one more year, or ten more years. Because of this uncertainty, I acquired another place in 2019, which is about 12 miles from home.

Consequently, I make use of two large trailers – one a low-loader for vehicle movement and the other for general (multi) purpose haulage. Both are towed by my trusty Defender 90 Td5. Additionally, for the past two years or more, my Defender 130 – fitted with a High Capacity Pick Up (HCPU) tub and a large toolbox – has been a very versatile load carrier for smaller items that do not need the scope of a 14ft or 17ft trailer. Body panels to the paint shop for a respray? No problem. Set of wheels with fat tyres from one yard to the other? Easy. The HCPU load bed has been so useful, that I decide to build a proper HCPU to replace the 130, as the 130 chassis-cab has another destiny. The 110 HCPU that I am building is being documented in the Technical Section of *LRM* currently.

**TREVOR CUTHBERT**
*LRM* CONTRIBUTOR

So, as I have mentioned in a previous column, the HCPU tub has been removed from the 130, which is now at the coachworks having a drop-side tipping body built on it. This has proved to be bad planning – or bad timing – on my part; clearly the 110 HCPU is not finished yet and the 130 is away (did I really tell Norman, the coachbuilder, "there's no hurry"?) and I am without a workhorse pick-up truck. I am feeling the loss.

In the meantime, I use the back of my Defender 90 as best I can – and where that's not enough, the small trailer is bought out and into service. I treasure the Td5 90 and have no plans to ever sell it. In fact, at some stage it is going to get a significant makeover to prolong its life. However, I'm beginning to feel that the HCPU is my favourite of all Land Rover models. I used my 1983 HCPU for just over a year and subsequently the 130 with HCPU tub for just over two years, and I am very much looking forward to getting the current 110 build finished and on the road.

The subject of favourite Land Rover is an interesting one and I reckon that the choice for any individual is down to what their needs are at any given time. When I was heavily involved with the Northern Ireland Land Rover Club (NILRC), my favourite Land Rover was the V8 off-road-prepared hybrid. At another stage, when I had a young family and we went on road-trips, my 300Tdi 110 County Station Wagon was the clear favourite.

So maybe I will get past this stage of being a big fan of the HCPU, if my needs and circumstances change. But would you believe – even though I will have both a 130 Tipper (which for all intents and purposes will act as a pick-up truck) and the 110 Td5 HCPU on the road – I am actually thinking of hauling the old '83 HCPU out of the barn and getting it roadworthy again.

BRITPART

# No more clicking

## Dave's Series I receives some long-awaited TLC

Front CV joint had been clicking for more than six years

**1958 SERIES I**

Mileage: Unknown
Power: 156bhp
Torque: 210lb-ft
MPG: Not a lot

**DAVE BARKER**
*LRM* CONTRIBUTOR

THIS time last year I said I'd drive SXF more next year. But to be honest I didn't, apart from going to a couple of local club events during the long hot summer with the tilt off.

I did, however, finally get round to doing something about the clicking front CV joint. It's been clicking now for more than six years so it was really about time something was done about it.

Now with having classic Range Rover axles under SXF, the first job was to find out just which CV joints I had. The conversion to Range Rover axles was done way back in 1995 and I guessed they were early ones, because of the domed end on the stub axle driveshaft. But the only way to confirm this would be to take it out and count the splines on the end of the shaft.

Five bolts later the shaft was out and I could confirm early pre-1986. The swivel housings looked in good condition with no real signs of pitting on the chrome, so they would not need to be replaced.

Despite what sounded like just one side CV joint clicking, I decided that I would replace both. I opted to go for the basic Britpart kit which, along with the CV joint, comes with a new bearing, gasket, seals and swivel grease.

I did look at a heavy-duty option but they didn't seem to be available for the early axles, which to be honest was a bit of a relief as the price seemed to be massively excessive even compared with a genuine Land Rover part.

Now replacing a CV joint isn't a very difficult task but I did opt to get Patrick at Maddison 4x4 to do the job for me. Firstly, it's easier with the Land Rover on a vehicle lift and as the axle, swivels and CVs haven't been looked at for many years, I thought it would be beneficial having an expert eye look over the front axle and check nothing else was worn.

As it turned out it wasn't – the swivel housing gaskets both looked to be undamaged so didn't need to be replaced. And I thought the only reason the swivels didn't leak oil was because they were filled with EP140 gear oil and Lucas Hub Oil Stop Leak. In fact, when both CV joints were pulled out neither felt badly worn. However, one was worn more than the other, and I imagine that was the one that had been clicking away for years. New CVs, seals and bearings fitted and the swivels filled with the correct swivel grease, and SXF was back on its wheels and not a click in earshot, even at the Patina National when it was on full lock either way.

The speedo in SXF is original and for many years it has never worked. Then I fitted a new cable, gave it a knock and it started working. The milometer, however, has a mind of its own. Some days it will work, but most of the time it doesn't move at all. However, the speedometer is functional, which is a legal requirement I believe. As for its accuracy, the needle swings around like most Series Land Rover ones do, but when checked with another vehicle driving at a set speed, and more recently with a GPS sat-nav, it's been more or less spot-on. That is until now.

When driving past some local village radar speed signs which show the actual speed you are travelling at, I've noticed the speedo was underreading by as much as 10mph at 50mph. With mobile speed camera vans being very active in my area, I thought I'd better do something about it.

I didn't want to replace the original speedometer or fancy paying the price to have mine fixed and calibrated. So I opted for the cheap solution, a GPS digital speedometer off eBay costing £17, which I wired in via a 12v to 5v reducer that cost a further £4.

I'm pleased to report that it's every bit as accurate as I'd hoped, as confirmed by the radar speed signs echoing the speed displayed on the digital speedo. It reads in miles or kilometres per hour and even displays altitude – and it's small and light enough to stick on the top of the dash. No high-tech worries here.

The Tyro Trial saw an interesting variety of vehicles including Series Is, a Lightweight, Freelanders and Range Rovers

# Celebrating 50 years

## SROC celebrates a major milestone at its annual trailer-handling event

The sections included manoeuvring the club trailer forwards, in reverse, and into a parking space
SOUTHERN ROVER OWNERS CLUB
www.sroc.co.uk
DISCOVERY
LB15 LWW

THE beginning of June saw Southern Rover Owners Club (SROC) celebrate its 50th anniversary at a very sunny and warm Renhurst Farm in Sussex. The club is in fact older than 50, but was previously known as Southern Land Rover Owners Club, and it still has a few members from before 1972 who are competing in events to this day.

Combining celebrations with its annual trailer-handling event, it also marked the club's participation in the 1976 Lord Mayor's Show in London, where a team towed boats for the Royal Yachting Association. In recognition of this, the RYA presented SROC with a magnificent trophy.

The challenges for trailer-handling, were set by the previous winners, Chris and Emelye Snowdon and included sections for manoeuvring the club trailer forwards, in reverse, into a parking space and shooting at targets while on the move. As expected, great fun was had by all.

DAWN DAVIS DAN NEILL

In the afternoon the 50th anniversary celebration activities moved onto a fun gymkhana devised by Ian Davis and Dan Neill

In the afternoon activities moved onto a gymkhana devised by Ian Davis and Dan Neill. Challenges included reversing your Land Rover to get a rear wheel over a target. It is not unknown for competitors to get creative – one year for example, Phil Newland put his Series I into low-box and walked alongside it to gain the advantage. Because Ian has set out these events many times before and his reputation precedes him, there was disappointment at the lack of his paintball gun this year.

Range Rover Classics joined the party

Celebrations were rounded off with a very well-received cake, in the style of the club logo, and a general knowledge/SROC history quiz run by our frequent quiz master Caroline Bourne. Team 'Something Funny' took the trophy.

Sunday was back to traditional trialling, with an eight-section Tyro Trial set out by Paul Barton. It was also a Taster Day to allow non-members to discover just what trialling is all about with an interesting variety of vehicles competing, including Series Is, a Lightweight, Freelanders and Range Rovers, as well as licenced and non-licenced drivers. Exactly what a Tyro is intended to be.

We were also fortunate that our weekend was supported by club member and Bramble 4x4 owner, Damian Porter, who with the help of some customers, kindly put on a display of some of the limited edition Heritage Defenders.

Sadly, attendees were definitely down on past years, most likely because of the current high fuel prices. However, this special occasion for the club's 50th anniversary was well marked and enjoyed by all who came, and everyone is already looking forward to next year's SROC Renhurst Farm weekend.

## SOUTHERN ROVER OWNERS CLUB

**The club is for enthusiasts of the Land Rover range of vehicles and of Rover cars and is one of the older Land Rover and Rover clubs, dating back to the days when the clubs were first formed and supported by the Rover factory. It runs a full and varied calendar of events throughout the year, mostly in the southern Home Counties at a number of different sites, and is a member of both Motorsport UK and the Association of Land Rover Clubs. The club, along with its competitive events, has an active social aspect to it with caravanning and camping at many events. The club publishes a quarterly magazine and also keep in contact with its members via email updates, on its website and Facebook page, where you can also find further information and details of the next club events.**

**sroc.co.uk**
**facebook.com/groups/279068255459714**

LRM
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MONTHLY

# LAND ROVER 4X4 AND VINTAGE SPARES DAY

# 2023 DATES FOR YOUR DIARY

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| | |
|---|---|
| **5 February** | **Malvern, Three Counties Showground** |
| 12 March | Ripon Racecourse - Brand NEW event for 2023 |
| 2 April | Newbury Showground |
| 23 April | Rutland Showground - Brand NEW event for 2023 |
| 20 - 21 May | Malvern, Three Counties Showground - Exciting NEW two-day event |
| 1 October | Newbury Showground |
| 15 October | Ripon Racecourse - Brand NEW event for 2023 |
| 29 October | Malvern, Three Counties Showground |

Visit landrovermonthly.co.uk/information/events for more details and to book tickets for the 5th February Malvern event or call 07586 023248 for more information.

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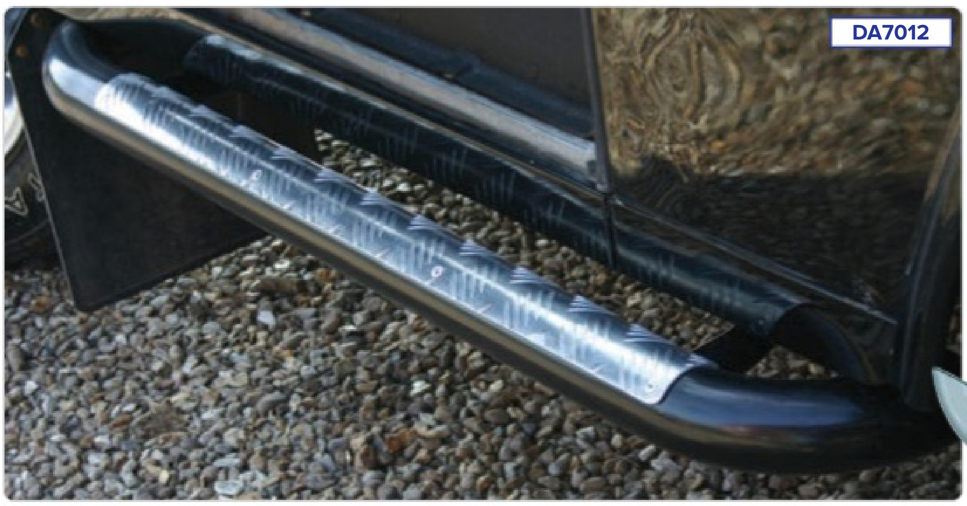
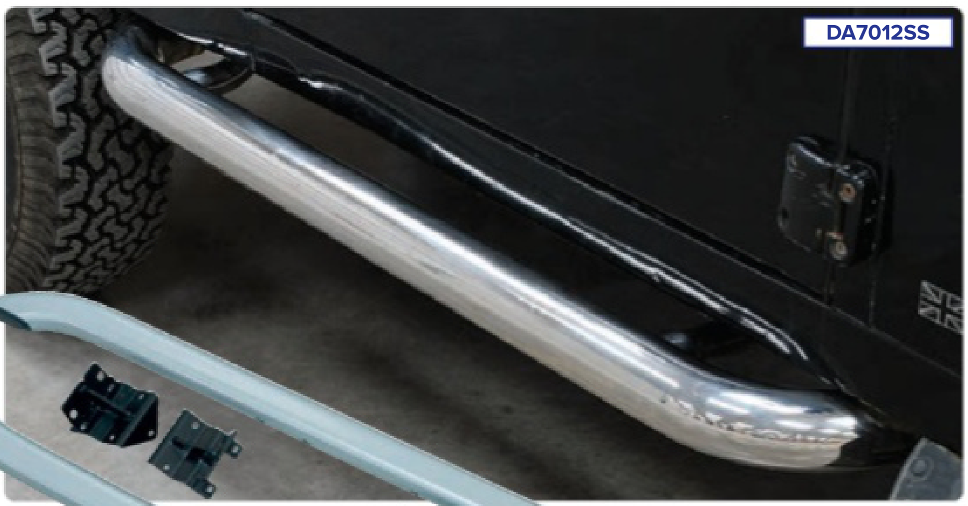
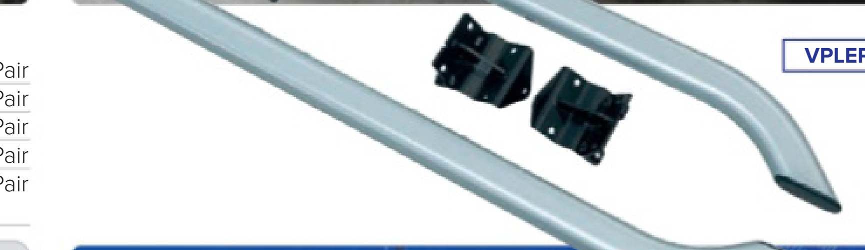
# Step Up In Style





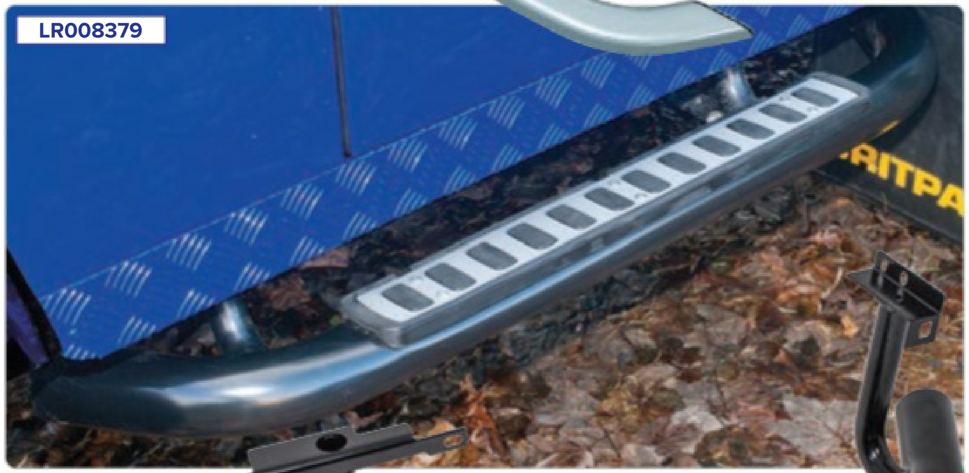


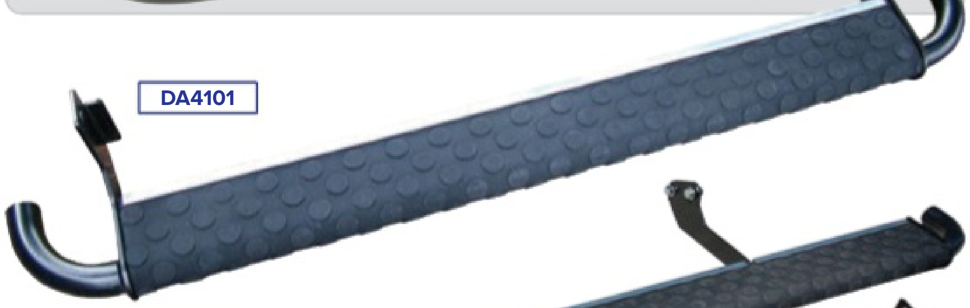
## Side Protectors

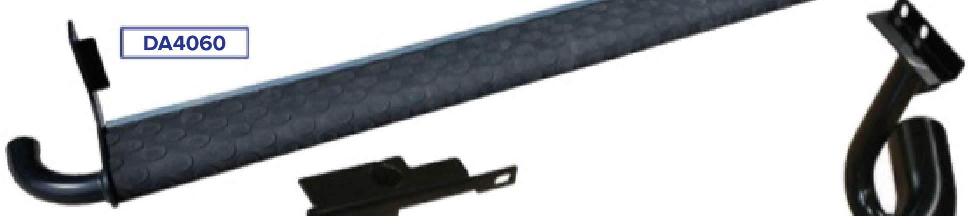
| | | | |
|---|---|---|---|
| **DA7012** | Defender 90 | Black with chequer plate top | Pair |
| **DA7011** | Defender 110 | Black with chequer plate top | Pair |
| **DA7012SS** | Defender 90 | Stainless steel | Pair |
| **DA7011SS** | Defender 110 | Stainless steel | Pair |
| **VPLEP0434LR** | Defender 2020 - 110 | | Pair |

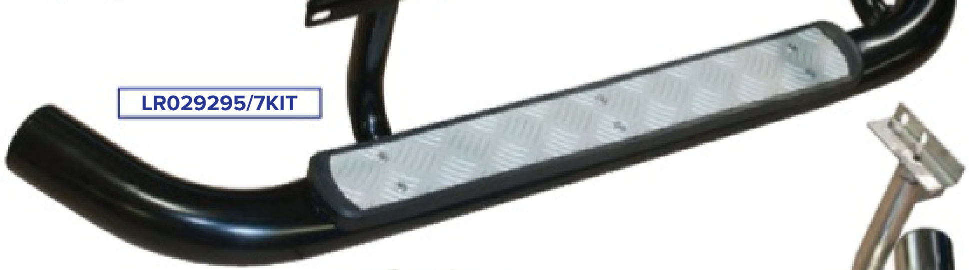
Side protection tubes - aluminium - not compatible with fixed side step

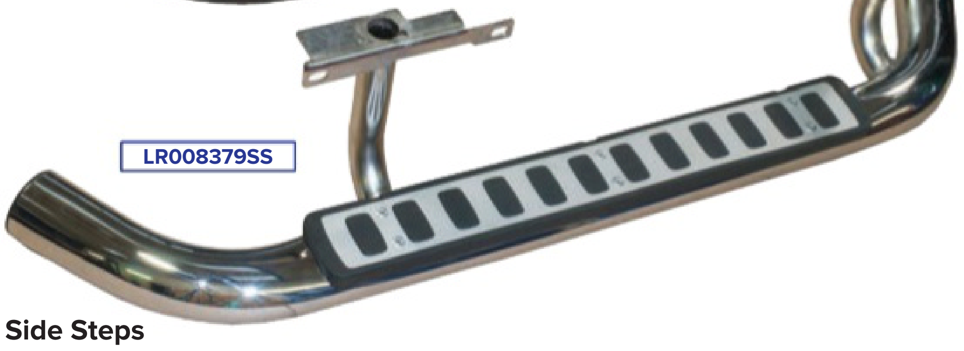
See britpart.com for a wide selection of
Rock Sliders

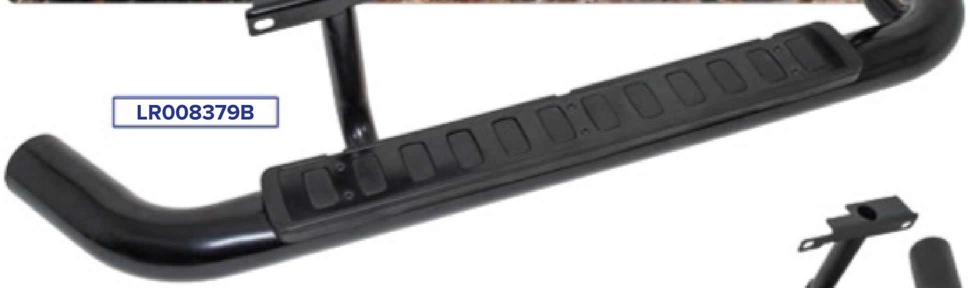


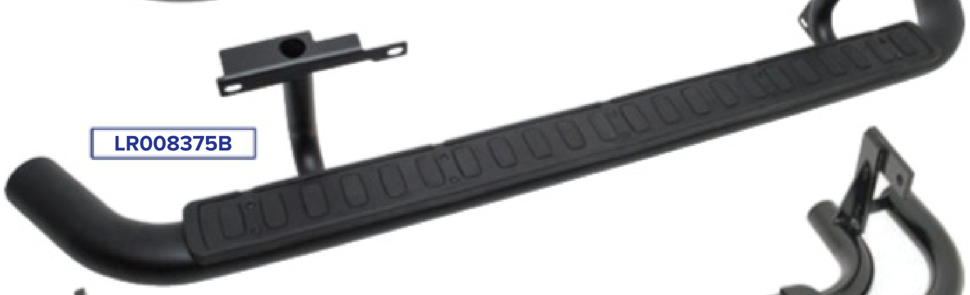


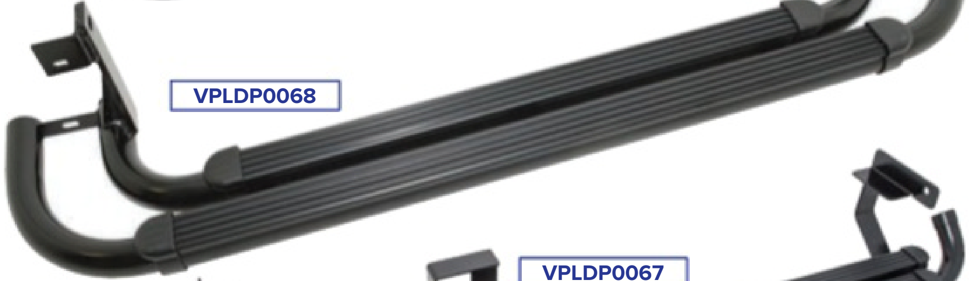


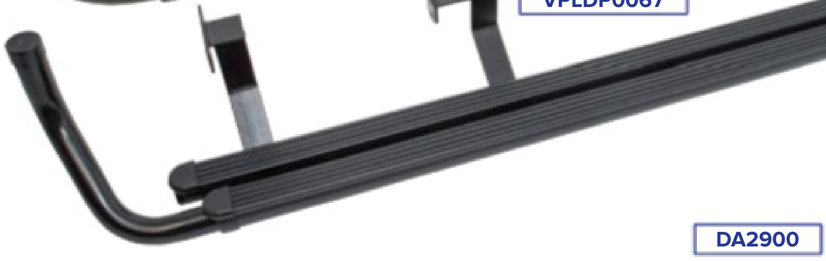












## Side Steps

| | | |
|---|---|---|
| **Fire & Ice style** - black with rubber and anodised aluminium top | | Pair |
| **LR008379** | Defender 90 – 2003 ->/Defender 110 – 2-dr pick-up – 2003 -> | |
| **LR008375** | Defender 110 – 2003 -> - not 2-dr pick-up | |
| **Fire & Ice style** - black with rubber and anodised black aluminium top | | Pair |
| **LR008379B** | Defender 90 – 2003 ->/Defender 110 – 2-dr pick-up – 2003 -> | |
| **LR008375B** | Defender 110 – 2003 -> - not 2-dr pick-up | |
| **Fire & Ice style** - stainless steel with rubber and anodised aluminium top | | Pair |
| **LR008379SS** | Defender 90 – 2003 ->/Defender 110 – 2-dr pick-up – 2003 -> | |
| **LR008375SS** | Defender 110 – 2003 -> - not 2-dr pick-up | |
| **Black** - with rubber and anodised aluminium chequer plate top | | Pair |
| **LR029295/7KIT** | Defender 90 – 2003 ->/Defender 110 – 2-dr Pick-up – 2003 -> | |
| **LR029294KIT** | Defender 110 – 2003 -> - not 2-dr pick-up | |

| | | | |
|---|---|---|---|
| **DA4101** | Defender 90 | Black with rubber top | Pair |
| **DA4060** | Defender 110 | Black with rubber top | Pair |
| **VPLDP0068** | Defender 90 | Twin tube - black with rubber top | Pair |
| **VPLDP0067** | Defender 110 | Twin tube - black with rubber top | Pair |
| **DA2900** | Replacement end caps for VPLDP0068 & VPLDP0067 | | Set of 8 |

Part numbers are used for identification purposes only and do not imply or indicate the identity of the manufacturer. E&OE. Products available from your local Britpart stockist.

LAND ROVER
MONTHLY

# TECH

Projects, repairs, modifications and advice

18 PAGES OF EXPERT ADVICE

**ED EVANS**
TECHNICAL EDITOR
lrmtechnical@gmail.com

# Don’t rush in, stop and take ten

p116

THERE’S a theme running through two of this month’s tech features, and it applies to all work on Land Rovers. Alisdair Cusick’s third instalment on building a Defender TDCi engine emphasises the need for a spotlessly clean work area, the correct tools to hand, an organised approach to the job of building an engine and, crucially, taking time to think the job through as you go and never rushing any single stage of the build. Not only does this make the job easier and more accurate, it means the whole task is a pleasant and rewarding experience.

Likewise, Trevor Cuthbert’s ongoing build of his personalised Defender 110 illustrates the importance of taking a similar approach with vehicle wiring systems, especially when bespoke systems are powering non-standard accessories via a tailored instrument and control system. Taking time, thinking everything out, making the best job of connections and wiring routes and re-checking the work as you go, avoids problems later in the life of the vehicle. Not only will everything work as it should, it will keep on working properly because there’ll be no dodgy connections to work loose, no open connections to attract moisture, corrosion and the inevitable broken circuits and, importantly, no chance of overheating or dashboard fires from trapped or chafed wiring or simple overloading of circuits.

Even during emergency repairs when the truck needs to be back in commission right away for work, or when broken down out on the road or off-road, the same applies. The repair may take a little longer, but care and time avoids losing tools and parts on the road or in undergrowth, it means jacking and supporting the vehicle safely on rough or soft ground, and it means thinking through the repair up front so that a lasting solution is effected.

If you really want trouble, do what I’ve done in this issue and buy an old cheap Land Rover and begin sorting it out. That, in itself, can be fun and rewarding, as our new Freelander project shows.

## WORK SAFELY

- Wear protective gloves when working with sharp edges, grinding, cutting and using an angle grinder.
- Hold the angle grinder with two hands to control torque twist and kickback.
- Wear eye protection when grinding, cutting, wire brushing, sanding, releasing springs and clips, when opening fluid lines and working on overhead parts.
- Wear a particle filter when removing rust and cleaning brake parts.
- Wear steel toecap work shoes to protect against falling objects and ensure better grip on slippery floors.
- When welding, wear specialist welding gloves, clothing and mask, and ensure appropriate fire-fighting equipment is available close-by.
- Never work on a cooling system, nor remove the filler cap, until the engine and coolant are fully cooled. Always remove the filler cap slowly in case of residual pressure.

**ED EVANS**
**TECH EDITOR**
*LRM* technical lead. Drives 90 V8, RR Sport

**TREVOR CUTHBERT**
**CONTRIBUTOR**
Pro re-chassis and total rebuild specialist

**DAVE BARKER**
**CONTRIBUTOR**
Our man for later models. Drives Discovery 4

**ALISDAIR CUSICK**
**CONTRIBUTOR**
Patina expert. Drives Series I, Range Rover Classic

**STEVE MILLER**
**CONTRIBUTOR**
DIY and resto man. Drives Td5 90, Freelander

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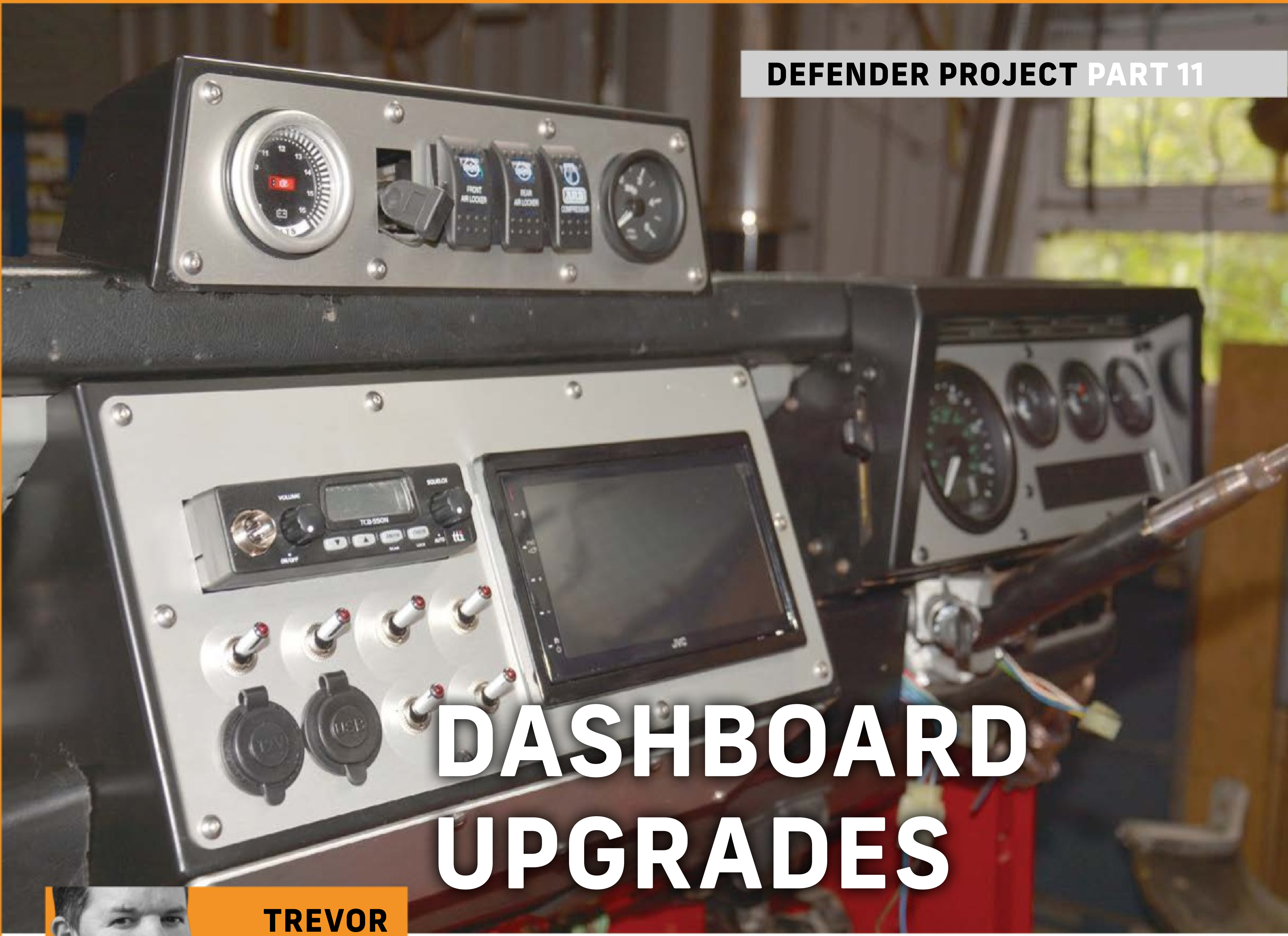

# DASHBOARD UPGRADES

**TREVOR CUTHBERT**
CONTRIBUTOR

**More media, extra gauges, switches and a CB radio. How will it all fit? Trevor Cuthbert has a neat and aesthetically pleasing solution**

## NEED TO KNOW

**TIME:** 9 hours **COST:** £246.19

**DIFFICULTY:** ●●●○○

**MODELS:** Defender 90, 110, 130.

**TOOLS NEEDED:** Drill, side cutters, spanners and socket wrenches, sharp craft knife, general workshop tools, square files.

**PARTS & COSTS:** Defender and SIII Dash Console £112, Raptor Engineering; Defender and SIII Dash Pod £49.20, Raptor Engineering; Defender and SIII Trim Panel £25, Raptor Engineering; CB radio TCB-55ON. £59.99, UK 4x4 Norfolk CB Centre.

**WORK SAFELY:**

- Disconnect battery before work begins.
- Ensure cables are secure and protected from sharp objects.
- Have your work checked by a professional if you have any doubts.
- Take great care when using a sharp craft knife.

**CONTACTS:** Raptor Engineering Ltd, 07503 122 223, raptor-engineering.co.uk
- UK 4x4 Norfolk CB Centre, 07985 170973, cbradio.co.uk

A couple of years ago I fitted a new radio to my Defender 90. It is a single-DIN unit with all kinds of features including DAB, Bluetooth, audio streaming and hands-free calls. The radio works perfectly and does all the things it is supposed to, but there are a couple of issues. One is that I struggle to read the control buttons and what their function is, and the buttons are too small for my thick fingers. Conversely, the audio unit in my normal car has a large (double-DIN) touchscreen with large and clear control buttons, and I never have trouble operating the radio and rarely select the wrong function or go off into some obscure menu that I can't get out of, as I do in the Defender.

The pre-2002 utility Land Rover dash has remained largely unchanged since the early 110 appeared in 1983, and is quite similar to the Series III dash from 1971. In standard form, these dashboards will not accommodate a double-DIN audio unit, and have limitations for adding extra gauges and switches or other accessories that we owners like to install.

I decided early on that a double-DIN audio unit was a key requirement in the Defender, plus additional gauges, switches and a CB radio. This means that my standard pre-2002 dash needs to be modified to house all of the items on my Defender wish-list.

It is possible to carry out a homemade modification on a Defender dashboard, and many owners have done so, creating impressive instrument/switch panels that would not look out of place in the cockpit of an aircraft. However, I am lacking the time and talent to create such a thing, and there are some excellent products on the market that are relatively inexpensive and quick to fit, such as the Defender Dash Console produced by Raptor Engineering.

This console costs £95 for a single-DIN unit and £112 for a double-DIN unit. Neither will break the bank if one considers the time and effort involved in making something from scratch. Phil at Raptor Engineering is also massively helpful and provided an unusual and very impressive service to ensure my dash console would work perfectly.

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## Preparing for the dash console

**The terms single-DIN and double-DIN would imply that each are an industry standard size, and it is true for single-DIN audio units. However, when I spoke with Phil about his double-DIN dash console, he told me that, in his experience, double-DIN audio units vary in size depending on the manufacturer, and he has encountered three slight variations so far.**

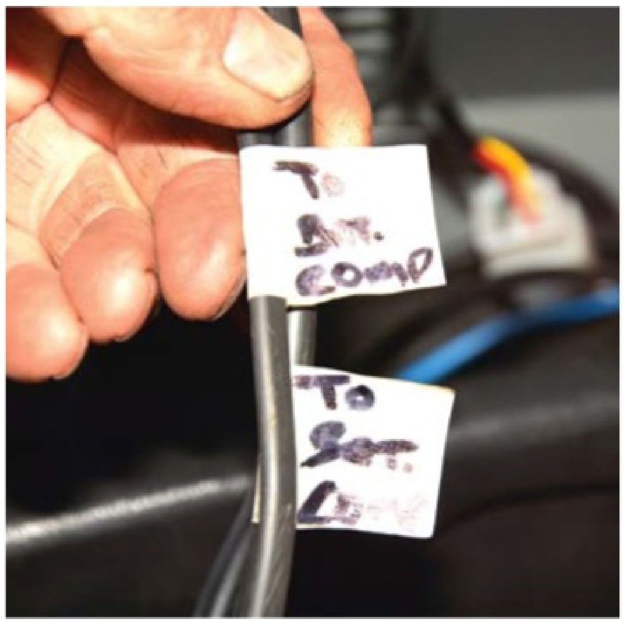
**Phil suggested I select the double-DIN audio unit that I wanted for my Land Rover and send it to him; he would then make the panel to exactly fit my unit. He further offered to fit my CB radio of choice, as well as power outlets and switches.**

**I duly purchased a JVC double-DIN audio unit locally, and a CB radio from UK 4x4 Norfolk CB Centre, and sent off both of these to Raptor Engineering. A box of goodies arrived within a week and I was then ready to transform my Defender dash.**

**Before fitting the dash console, I checked that all wiring emerged from the dash in the correct location and was powered, such as leads for the DRLs, air compressor, existing cigar lighter cables (that will power the console's 12-volt socket and dash lighting) and the ISO power connection for the radio unit (the ISO speaker connection was renewed to power four speakers).**

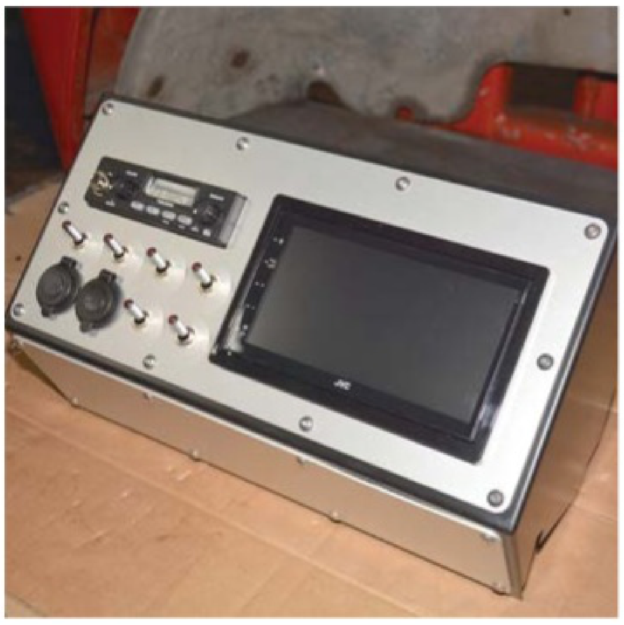
### Small but important

**1** The JVC double-DIN radio unit's hands-free telephone function is supplied with a mic, connected with this jack. The usual aerial lead is also installed.



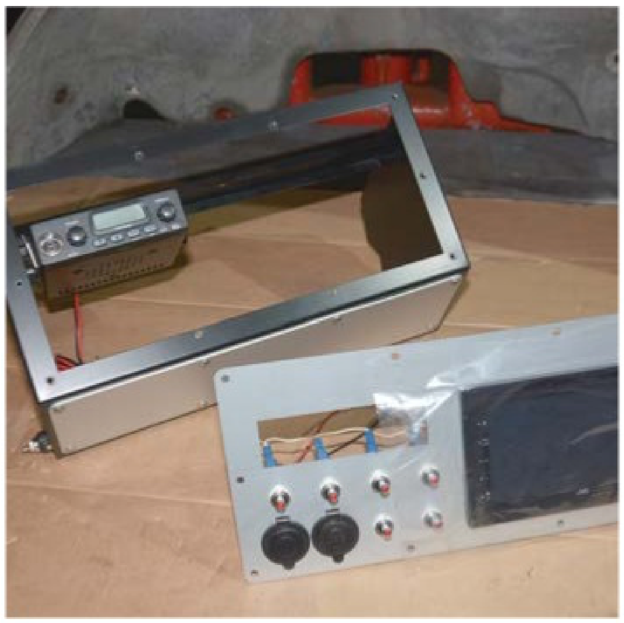
### For future use

**2** The 25 amp two-core and seven-core cables that run from the dash to the battery compartment, and other spare leads, are all labelled for future identification.



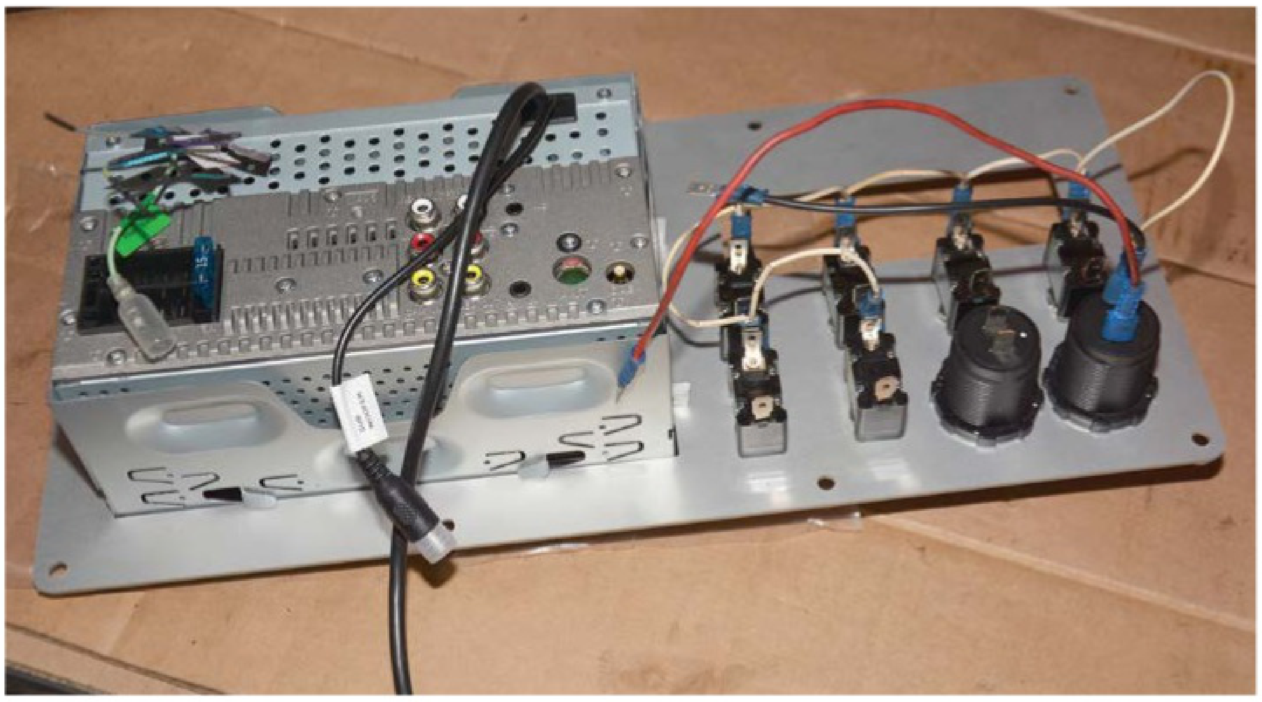
### Quick service

**3** My Defender double-DIN dash console arrived with the radio fitted, as well as the CB, switches and the 12-volt and USB power outlets.



### Convenient system

**4** The front panel is taken off for the fitting process by unscrewing the eight stainless steel hex socket button screws, using a 3mm Allen key.



### Wiring confirmed

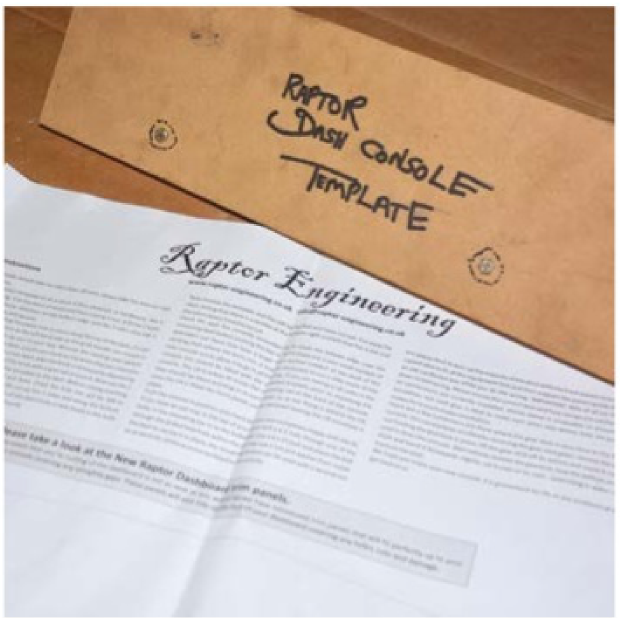
**5** While the front panel is still on the bench, the earth feeds for all of the switches are established, as is a fly-lead to power to the 12-volt socket.

## Fitting the dash console

**The dash console takes about 20 minutes to fit to a standard dash. Clearly all of the cable changes and the addition of my extra wiring harnesses takes additional time, and I actually spent hours sorting out all the circuits. But this is time well spent, and it's very satisfying when, ultimately, everything works perfectly straight away.**

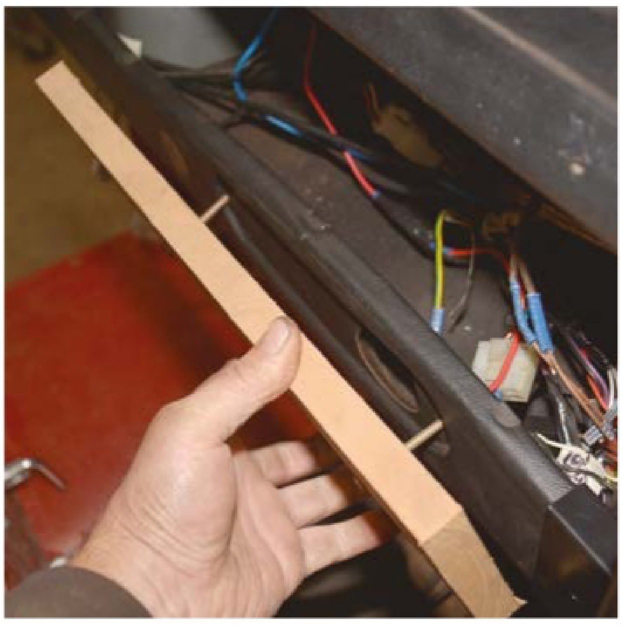
**A template is provided with the console to mark where the original dash needs to be cut, though Raptor Engineering also offers a pair of inexpensive trim panels that will conceal any mistakes, making the finished job very neat and professional-looking.**

→



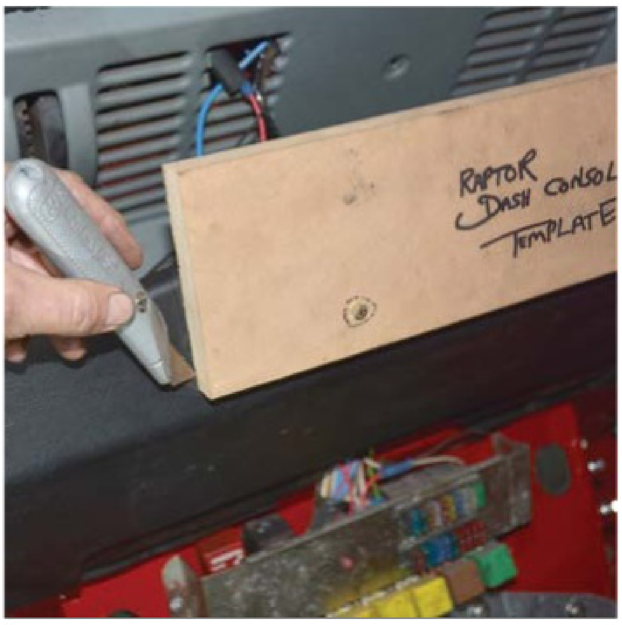
## Clear and concise

**6** The dash console comes with fitting instructions. Having fitted a console in the past, I had already made this MDF template, complete with locating screws.



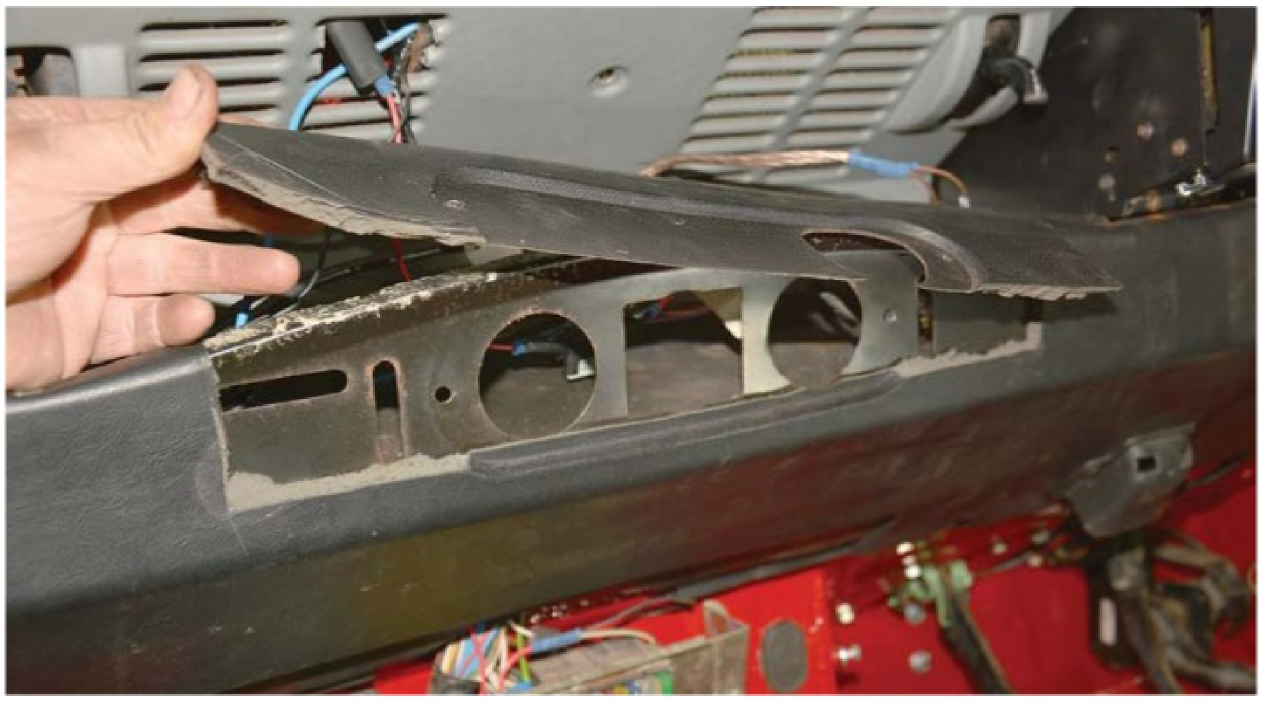
## Datum points

**7** After removing the central switch panel that houses the cigar lighter and rear wash-wipe switch, the screws enter the vacated holes in the dash.



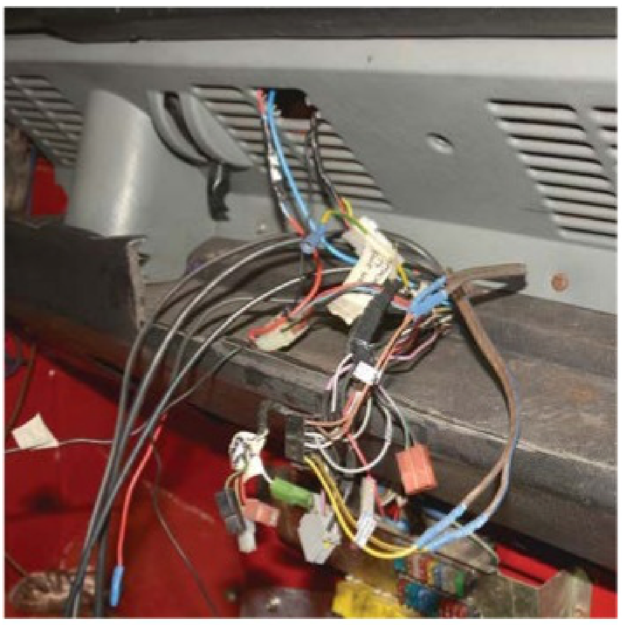
## Cutting the skin

**8** With the template correctly located, the soft outer vinyl and foam of the dash is cut through using a craft knife fitted with a fresh new blade.



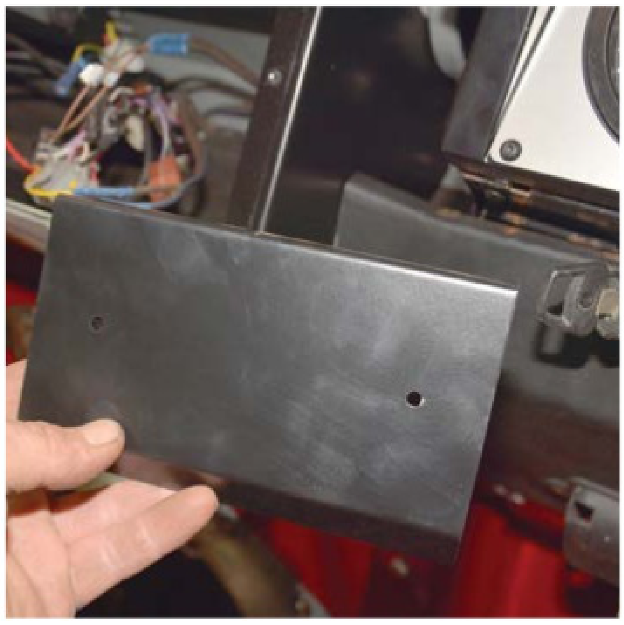
## Break the adhesive bond

**9** The vinyl and foam are peeled away from the steel core of the dash and any remaining foam cleared away from the line where we'll cut the steel.



## Cutting methods

**10** The inner steel section of the dash has now been cut away using the angle grinder for this incomplete Defender, otherwise a power hacksaw or nibbler is best.

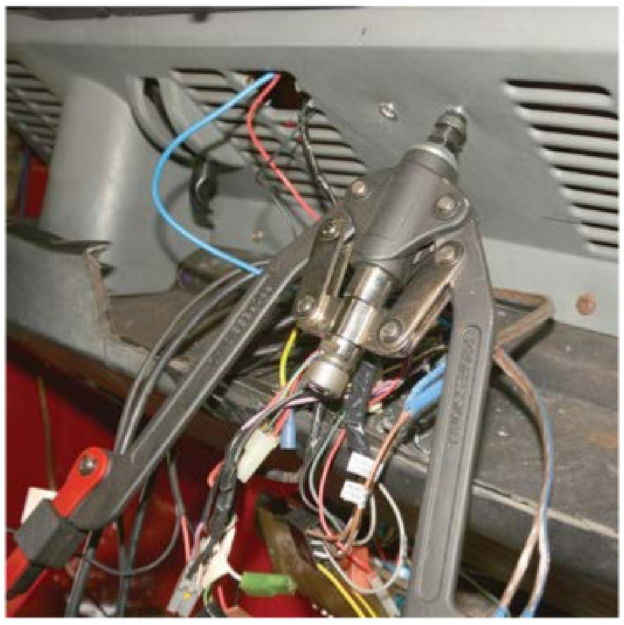


## Cover-up

**11** If you make the dash cut too wide or untidy, these trim panels are excellent for correcting the mistake and they also freshen up a tired lower dash.

## One way to secure it

**12** Having offered the dash console frame up and marked a couple of fixing holes, a 9mm bit is used to drill the plastic trim and steel upper dash for Rivnuts.



## Self-tapper will also work

**13** A pair of M6 Rivnuts are fixed in place through the steel inner dash and will allow for easy removal of the dash console, should the need arise.

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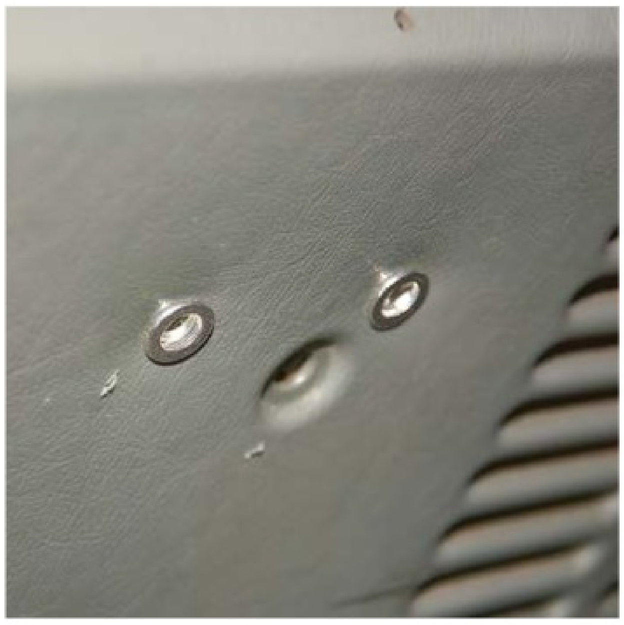
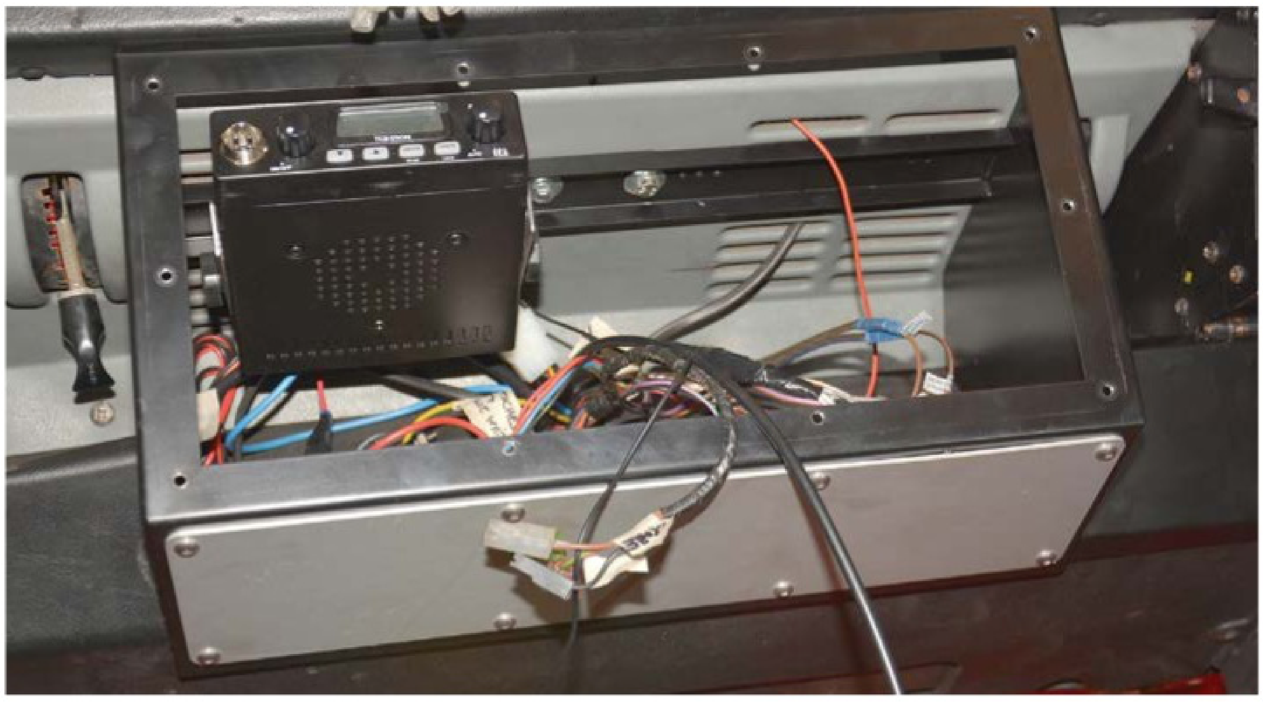


## Added bonus

**14** The M6 Rivnuts have firmly clamped the plastic trim to the steel inner dash. On their own and with the dash console bolted firmly, rattles will be reduced.

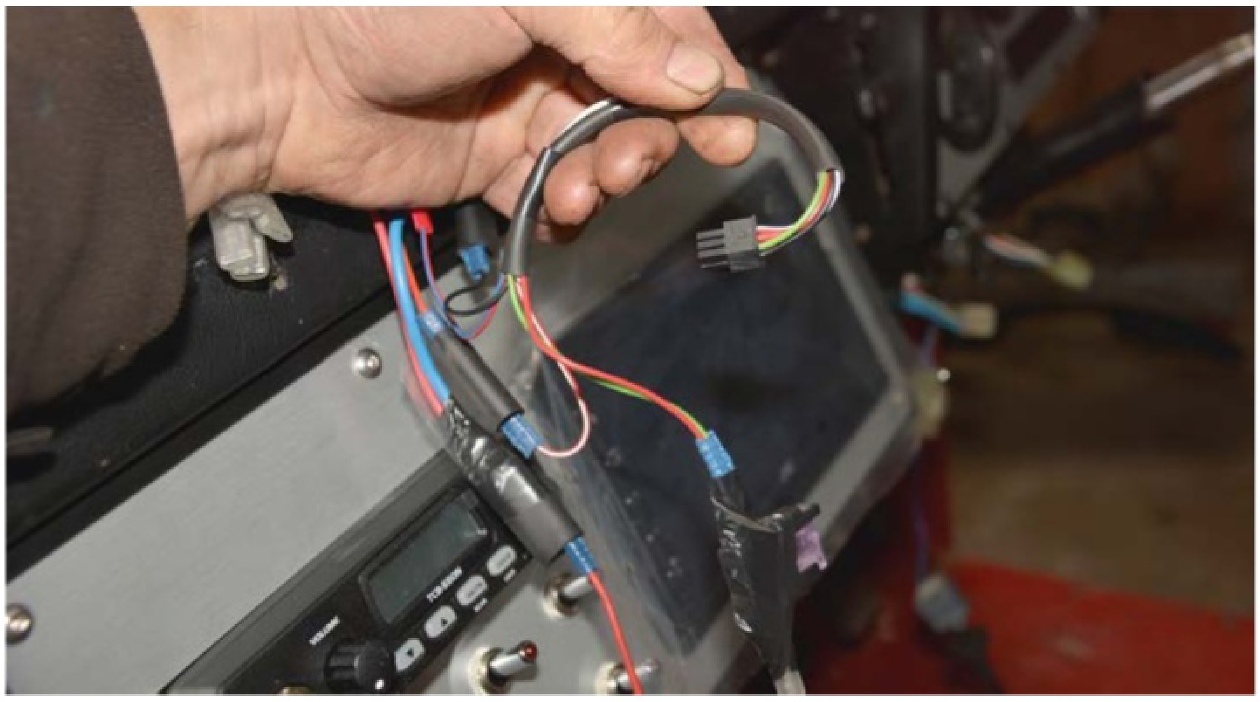


## Tight and secure

**15** Utilising the captive Rivnuts, the dash console is now bolted in place with a pair of M6 x 20 set screws, with spring washers to prevent loosening.

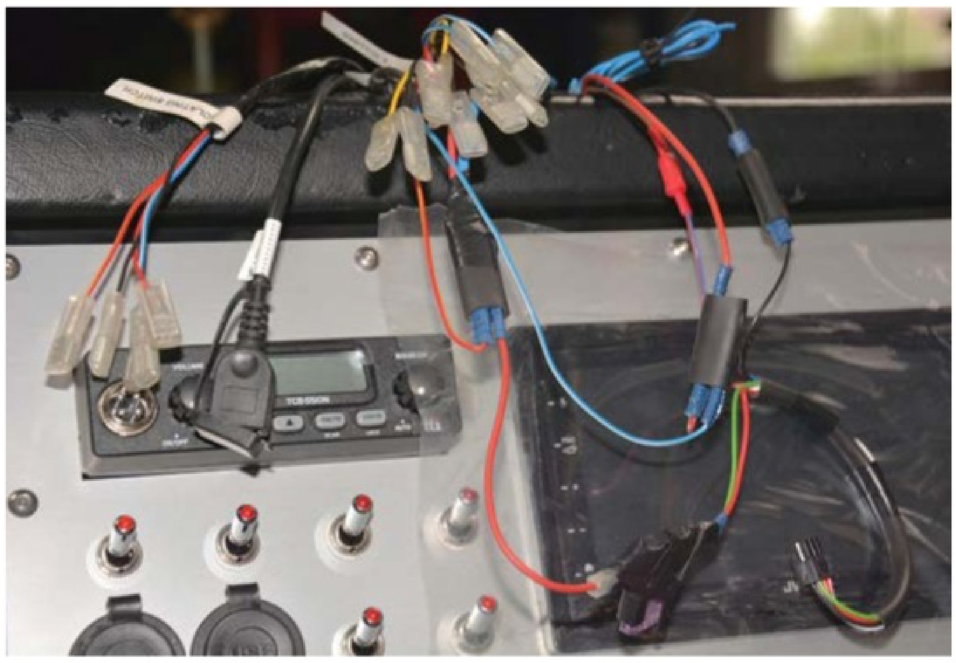
## Adding a Raptor Dash Pod

**The Raptor dash console houses many components that I will use in the finished vehicle. However, there are further items that I want to build in that will not fit in the console without overcrowding the unit. So to keep my dash logical, I am installing the additional components to a separate Defender Dash Pod from Raptor Engineering, which will match the dash console and allow me to add two further instruments (gauges) and switches for the on-board air compressor and differential lockers.**



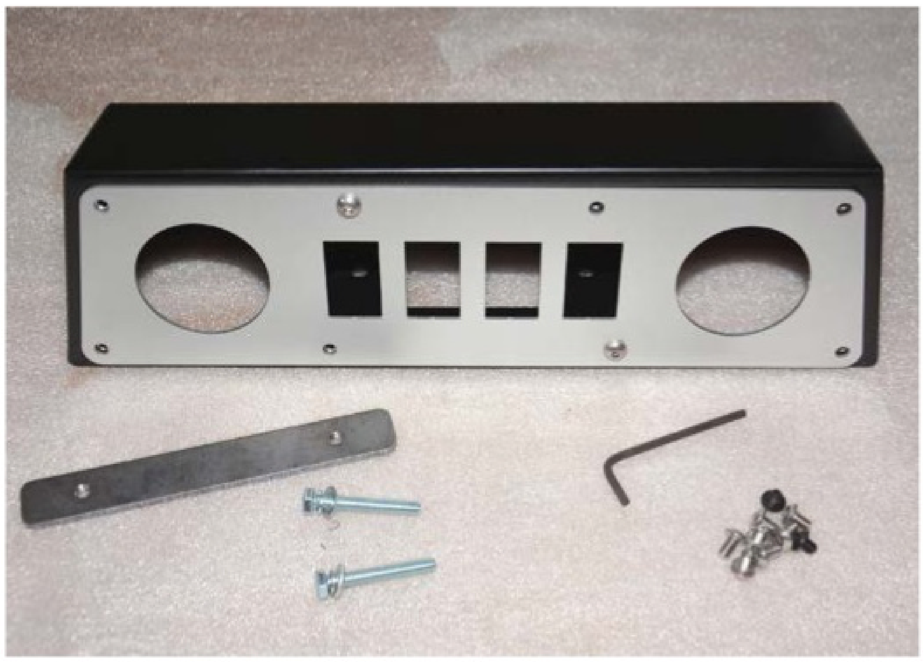
## Spliced in

**16** The small wiring harness that was supplied with the Td5 tachometer has been connected to the Defender wiring, including a cable running to the ECU compartment.



## Grouped and ready

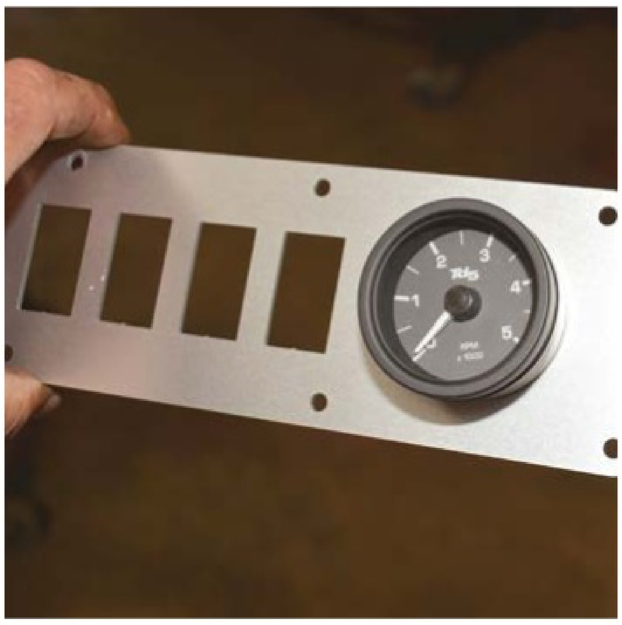
**17** The other cables seen here include the wiring harness that was supplied with the ARB air compressor and the USB socket that is attached to the audio unit.



## Simple but effective

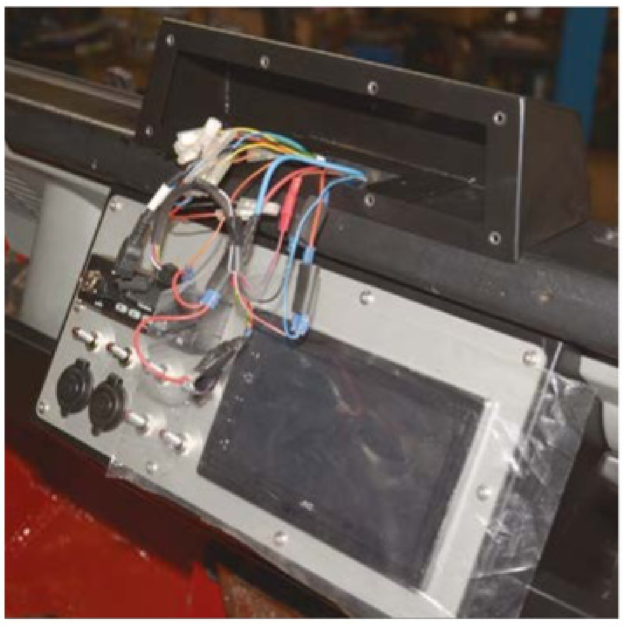
**18** The dash pod is well made and designed, and can be fitted to the top of a Defender dash without leaving a permanent mark or screw holes.

→



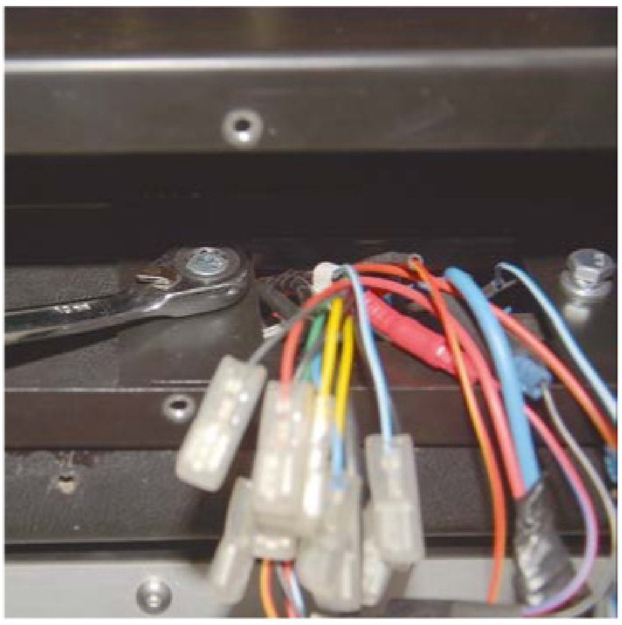
## Available at a glance

**19** The tachometer is fitted on the right of the aluminium panel in order to be in a fairly close line of vision from the Defender's driver's seat.



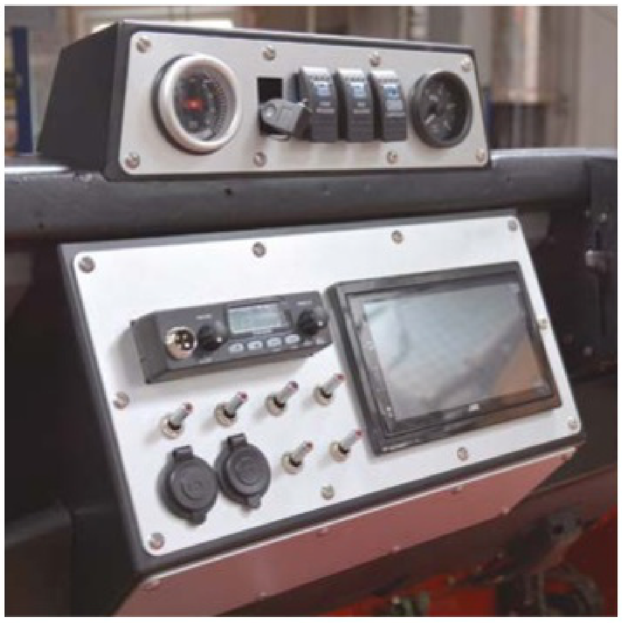
## Remove the old ashtray

**20** The pod is positioned at the centre of the dash top, and each of the various wiring harnesses are pulled through, ensuring nothing is going to be trapped.



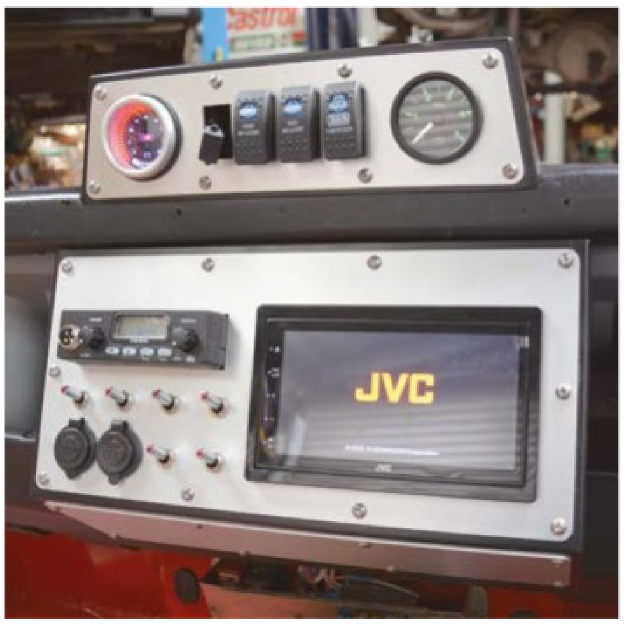
## Telescopic magnet helps

**21** Getting the steel mounting plate fitted under the dash top is a little fiddly, but eventually the M6 bolts are in place and tightened with a 10mm ratchet spanner.



## Job done

**22** The dash pod is now securely in place and the instruments, switches and USB socket are installed. The USB will need a mounting insert, but everything else fits perfectly.



## Power-up

**23** The wiring is powered to test. The ARB switches are not illuminated because their wiring is not yet connected at the battery. Td5 tachometer is at top right.

## Next month

Bring the thunder! Finally it's time to get the Defender's newly installed Td5 engine up and running. First, though, the cooling system needs to be plumbed in with a new radiator and intercooler. Additionally, a turbocharger needs to be fitted to the engine. I have yet to decide on whether to fit a standard turbocharger, or to go for an uprated unit. Either way, it will be exciting to bring the Land Rover to life.

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PUMA-POW
Engine swap makes the best Series IIA ever

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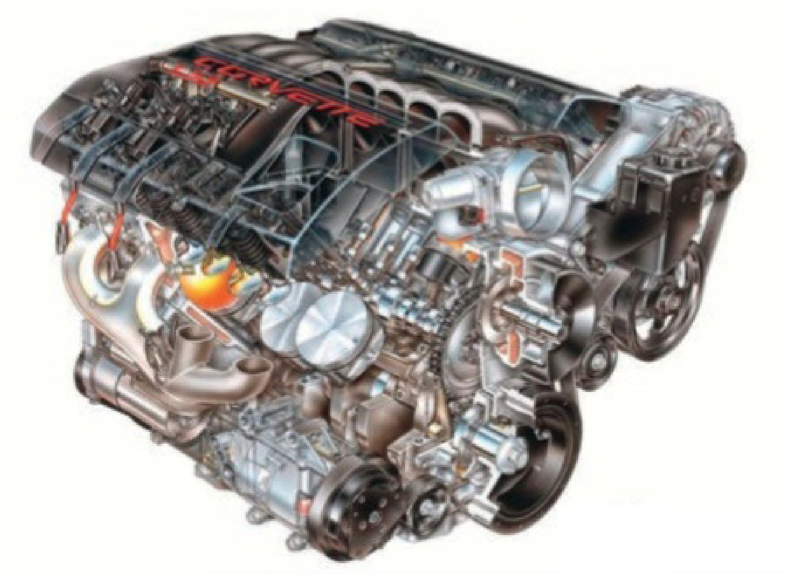

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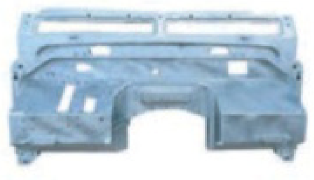

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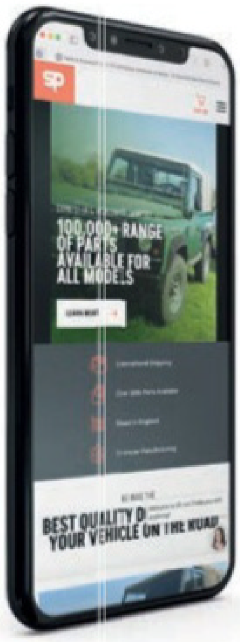

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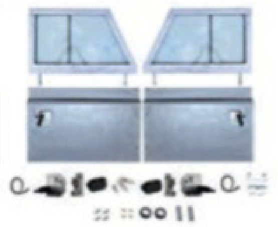

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INSTALLING A NEW TDCi ENGINE PART 3

# COMPLETING THE ENGINE BUILD

**Nothing must be missed as injectors, sensors, the unique Defender-type sump and a host of detail parts are added. Alisdair Cusick follows the job**

WE now have the engine timed up, having set the timing of camshafts and fuel pump with the crankshaft last month, and we've fitted the exhaust and turbocharger. This month, we continue by fitting the many other ancillaries, sensors, mounts and pulleys. By the end of this session, the engine will be ready to fit into the car.

The process is broadly a continuation of the approach of last month, working methodically, being organised and following the torque settings religiously. Organising the parts and fixings to be ready to hand is also time well used.

One notable part that we're changing this month is the sump. The new engine comes with a Transit sump, so we're swapping that for a Defender part which is identical in appearance, apart from a cut-out in one corner to allow clearance for the diff and the propshaft.

We'll leave the starter motor off for now because the flywheel has to be fitted first. To fit that, the engine needs to be off the stand and on a crane, and that is exactly where we'll finish today.

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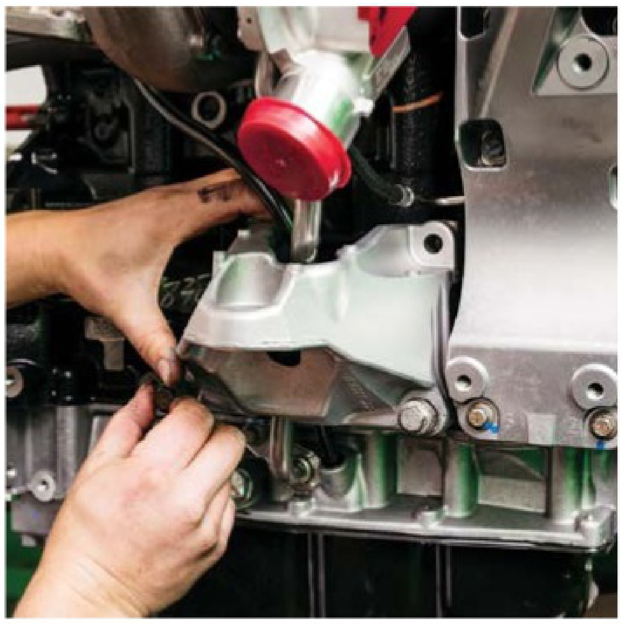


## Mount up

**1** Fit the engine mounts each side, and the large air-con bracket. It is worth reminding ourselves these are the originals, cleaned by vapour blasting to look new.

## Rocker cover

**2** On goes the rocker cover. If yours is particularly cruddy, take five minutes to clean it and wipe with detailing spray. Extra effort pays dividends in the end.

**ALISDAIR CUSICK**
CONTRIBUTOR

## NEED TO KNOW

**TIME:** 3 hours. **COST:** See below.

**DIFFICULTY:** 🔧🔧🔧🔧🔧

**MODELS:** 2.4-litre Puma-engined Defenders (2.2 version is similar).

**TOOLS NEEDED:** Spanners, sockets, fuel pipe pliers, torque wrenches, engine stand, breaker bar, timing locking set, timing cover locator, crank seal tool, paint pen, engine sump sealant, syringe.

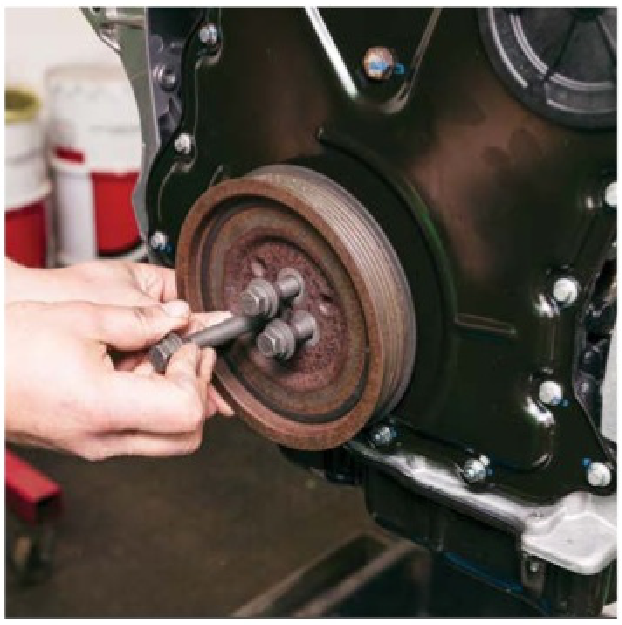
**PARTS & COSTS:** 2.4 Puma stripped engine DA1182, £4062; various fixings, seals, pipes and ancillaries as needed.

**WORK SAFELY:**
- Use the right tool, for the right job.
- Always be fire-safe in the workshop.
- Use the correctly rated lifting and support equipment.
- Get an expert to do the job, if in any doubt.

**THANKS TO:** Ian Baughan and IRB Developments for their help with this feature. irbdevelopments.com

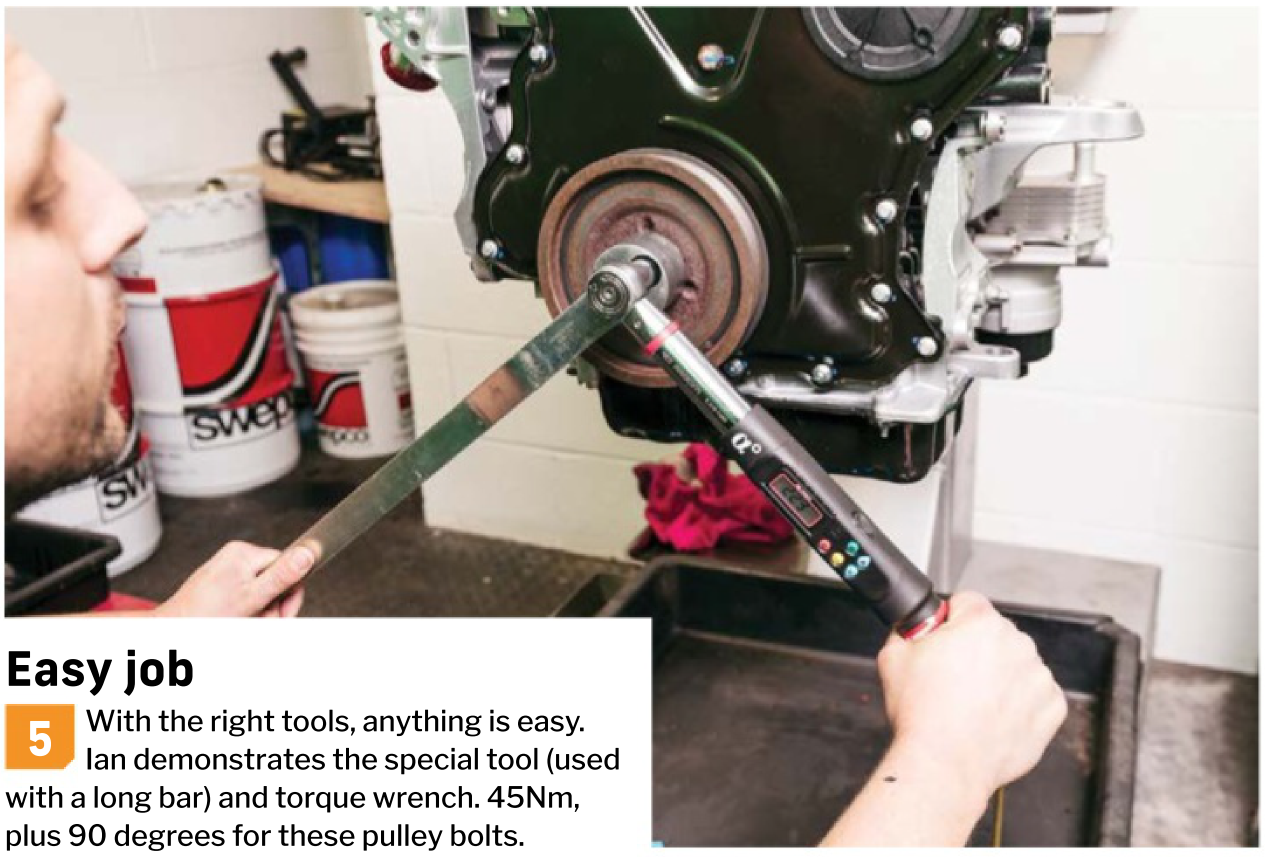
## Hole in one?

**3** Fit new glow plugs (13Nm), then fit the loom. It can be worth covering the inlet ports, as they lead to the cylinders – don't drop anything down there!



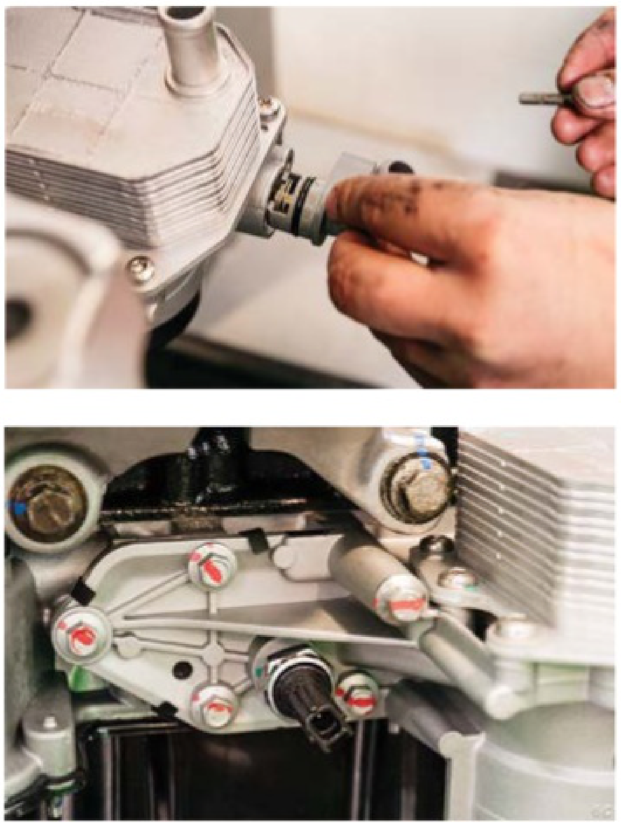
## Pulley

**4** On goes the pulley, and new bolts. These have a torque-plus-angle setting. There's a special tool to hold two bolts, whilst you tighten the third one.



## Easy job

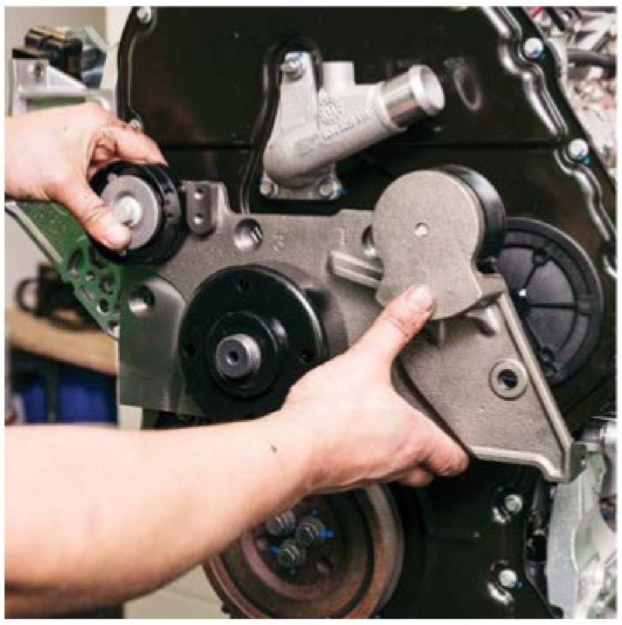
**5** With the right tools, anything is easy. Ian demonstrates the special tool (used with a long bar) and torque wrench. 45Nm, plus 90 degrees for these pulley bolts.



## Sensor installation

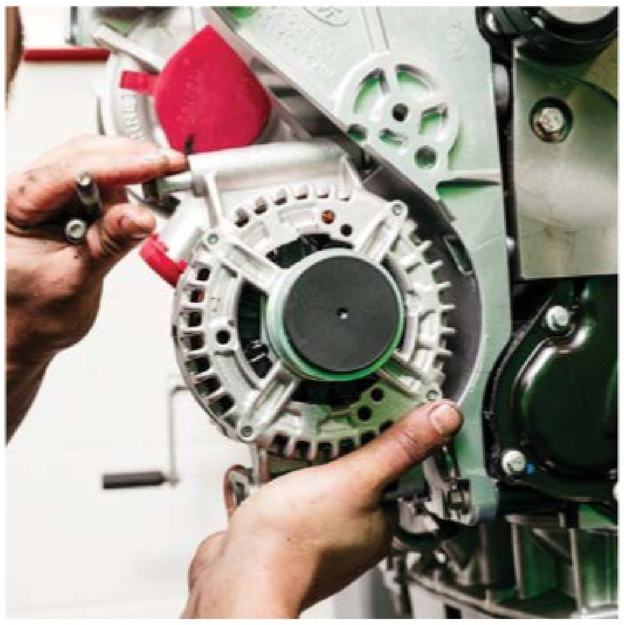
**6** The work is getting quicker now: on goes the fuel cooler thermostat (above, top), then just below and to the side of that, the oil pressure sensor is fitted (above, bottom).

→



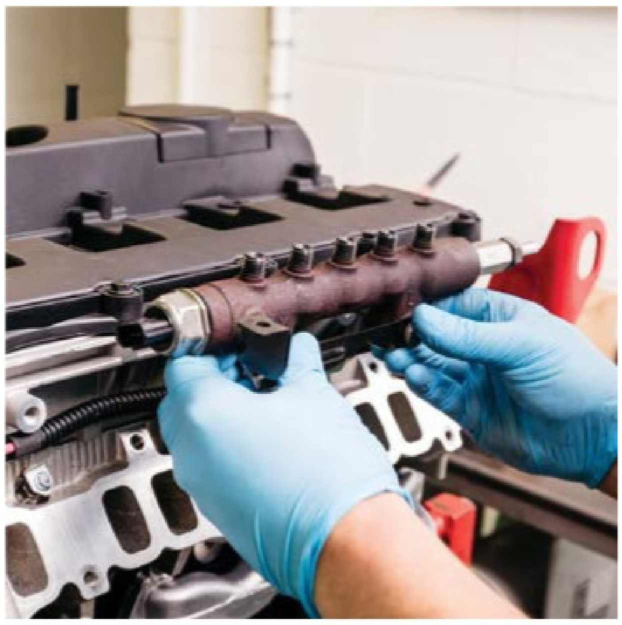
### Out come the acronyms

**7** On go the front idlers, more accurately called the front end accessory drive (FEAD). This is hard to change when in the car, so fit a new one now.



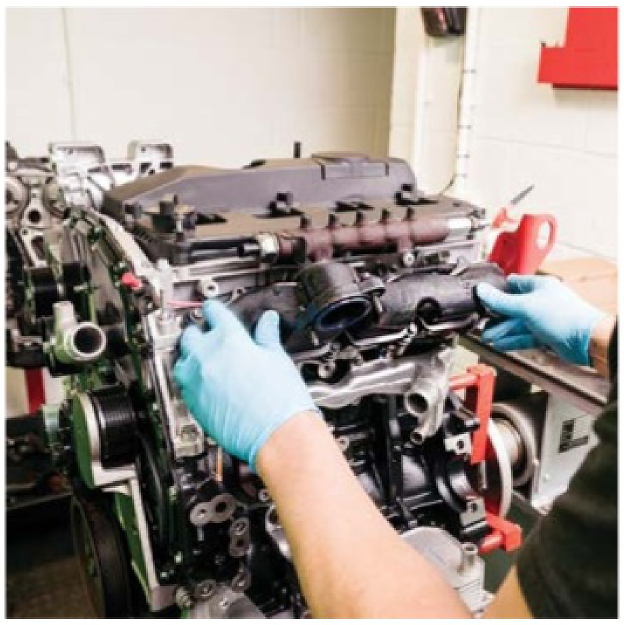
### Best practice

**8** Fit the alternator. You could reuse an old one if pushed but, frankly, unless you know its age and usage history, just fit a new one for reliability.



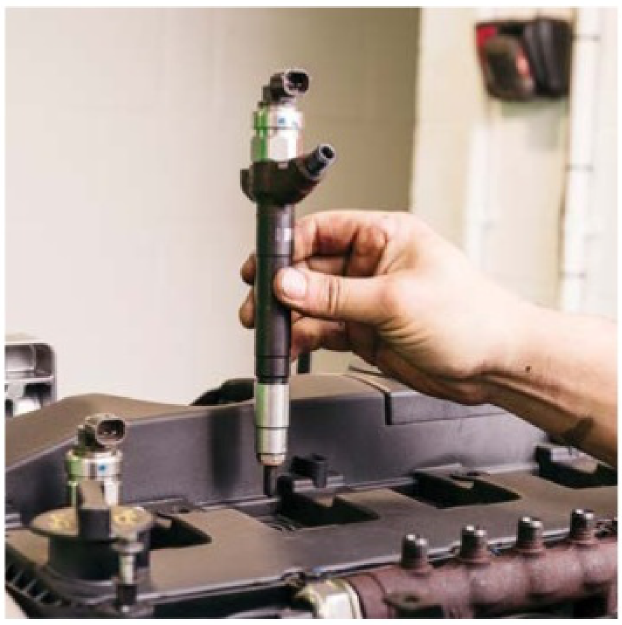
### Fuel system

**9** Fit the fuel rail. Pressure and relief valve sensors should be replaced. We're reusing ours as both were recently replaced during previous engine issues.



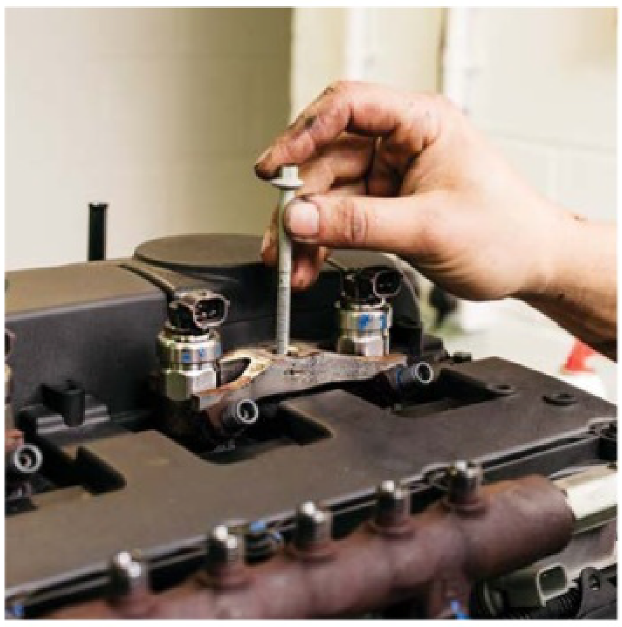
### Air in

**10** Next, fit the inlet manifold. Replace the eight inlet to block seals, and the big blue inlet to EGR ring seal – only available from Britpart, part no LR004404S.



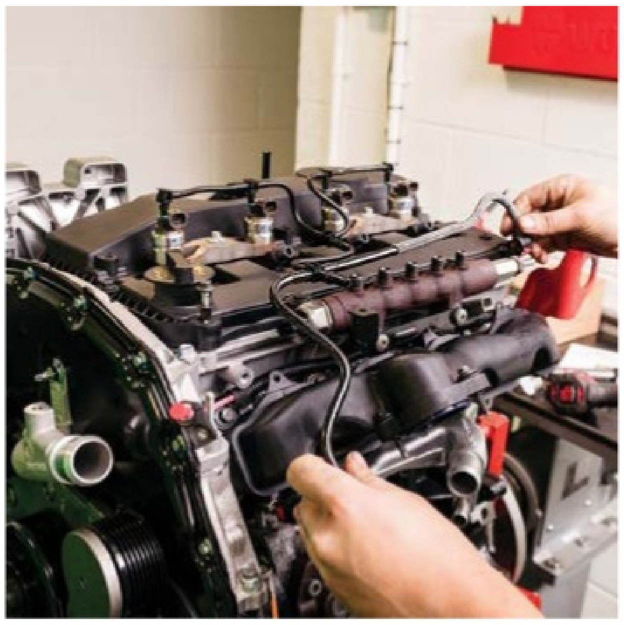
### Crucial element

**11** The injectors go in next, fitting a new copper sealing washer to each one. They're costly, but new injectors maximise reliability for longer, over worn older units.



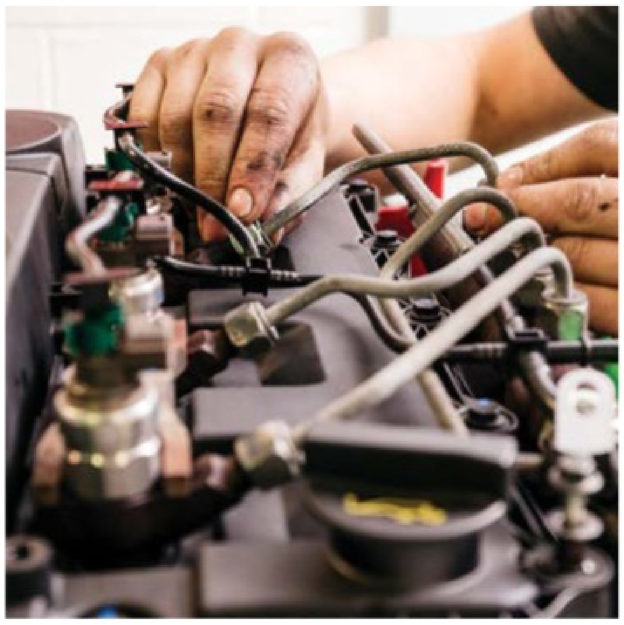
### Lock them down

**12** Fit the injector clamps using new bolts LR019168. They're stretch bolts, so remain under predetermined tension when set. Torque to 8Nm, plus 180 degrees.



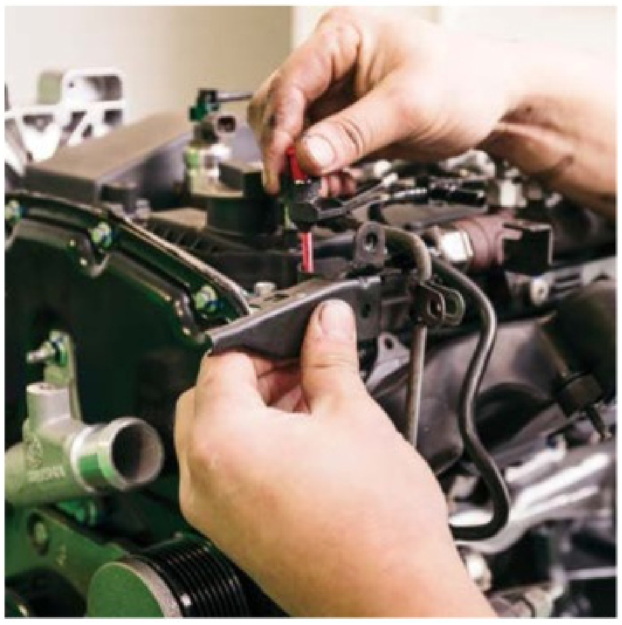
### Fuel out

**13** Fit the spill return pipe to the injectors and pump. Replace the green plastic spill return clips carefully, because forcing them the wrong way easily breaks them.



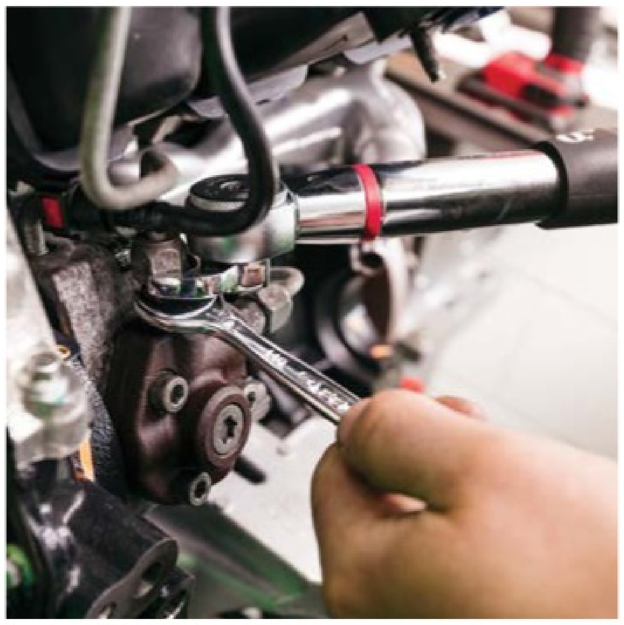
### Fuel in

**14** Fit the common rail feed pipe, (pump to fuel rail) then the individual injector feed pipes (rail to injector). Officially, they should be replaced. In practice, they're fine.



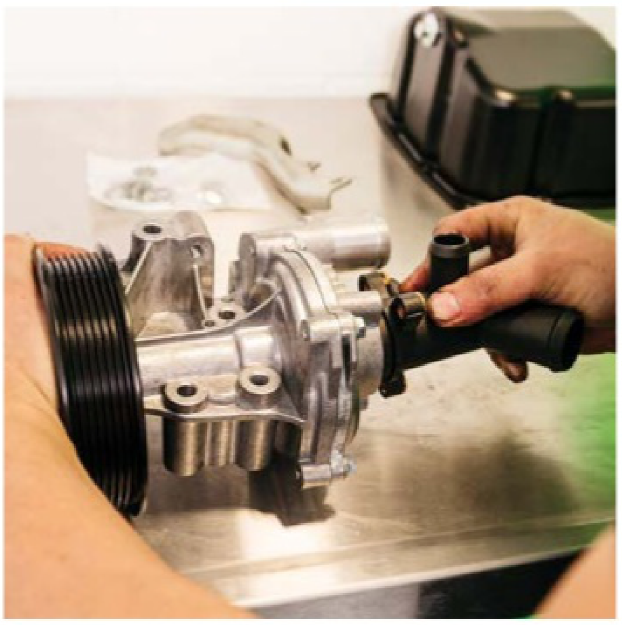
### Bracketry

**15** Fit the glow plug feed bracket, and the glow plug loom connector. It contains an earth, so is sometimes found to be melted on older Puma Defenders. Check yours.



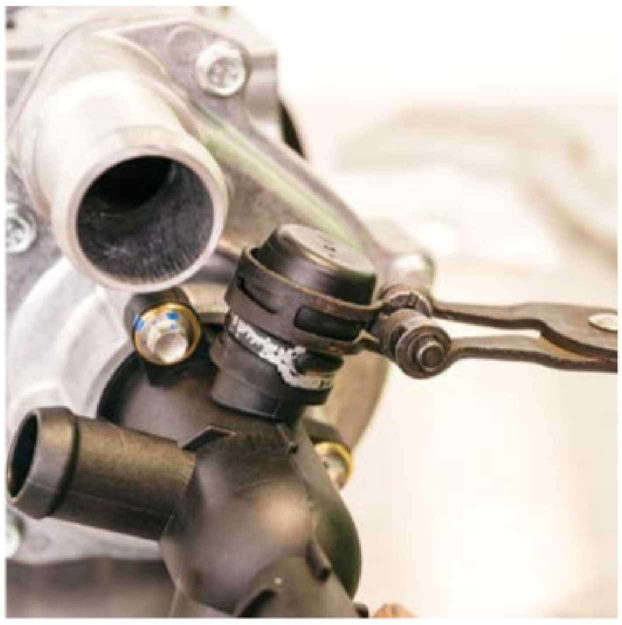
## Union job

**16** Torque the fuel unions to 35Nm. Ian uses a crow-foot spanner on his torque wrench for the fuel pump. Another spanner holds the bottom fixing in place.



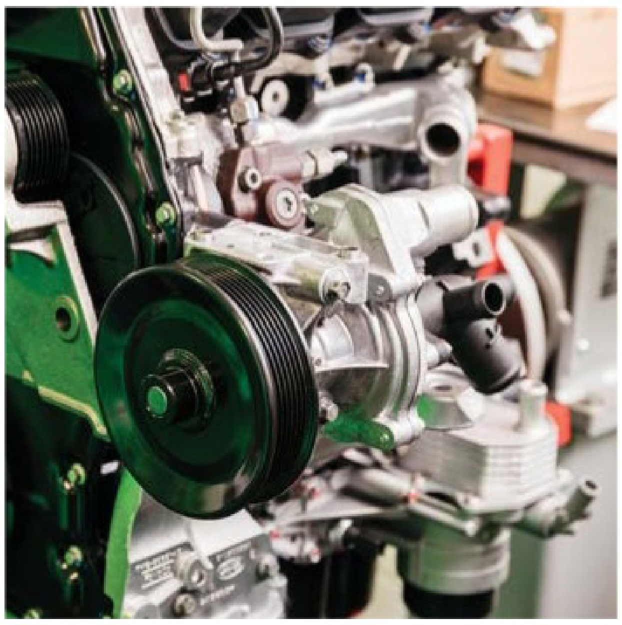
## Sub-assembly

**17** We're on the water pump now, a new part. The plastic water outlet on the rear is fitted to the pump, along with a new O-seal, part number LR004614.



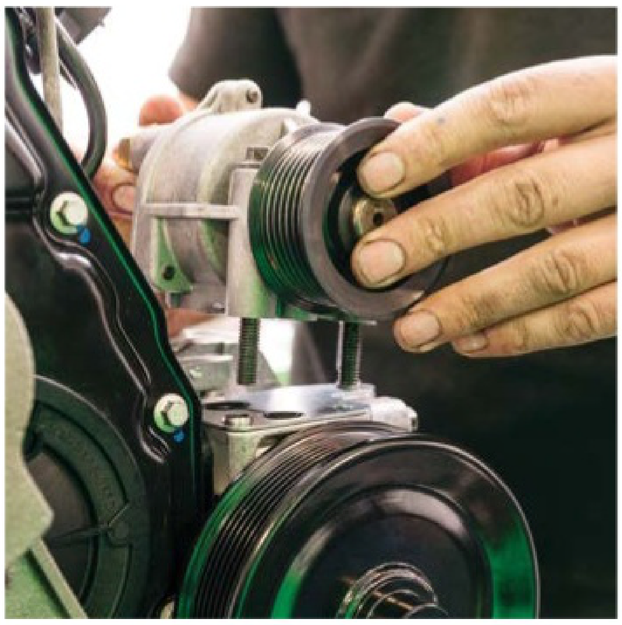
## Blanking plate

**18** The outlet pipe needs a blanking cover fitting, re-used from the old pump. It blanks a possible feed for an oil cooler which is not needed on a Defender.



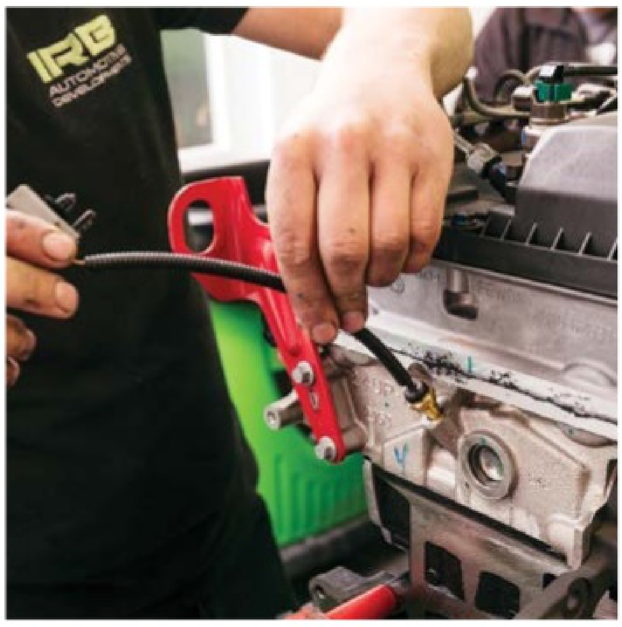
## Mount up

**19** Fit the pump to the block using a new gasket. Fit the gasket to the pump, where dowels hold the gasket in place, then assemble to the block.



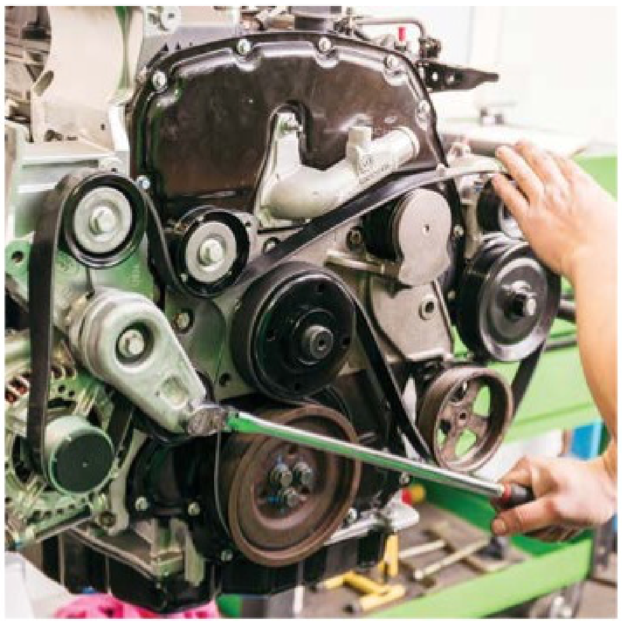
## Power steering pump

**20** On goes the power-assisted steering pump (PAS). Locate the new gasket on the water pump dowels, then fit the PAS pump. We reused the old PAS pump.



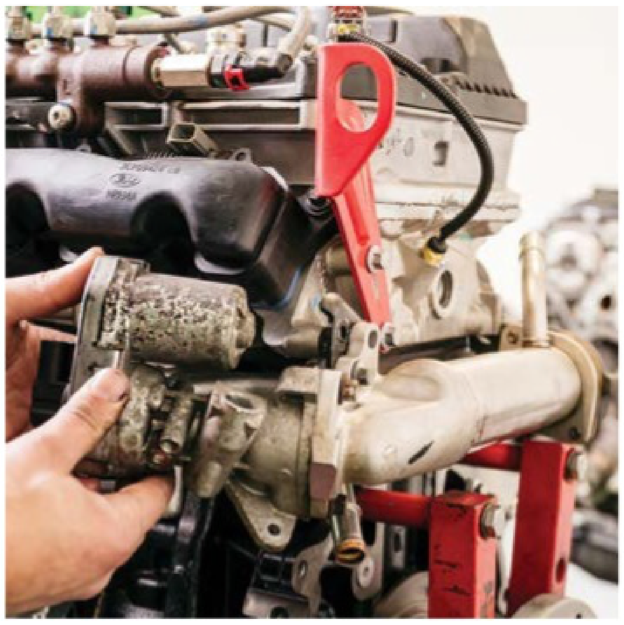
## Cool head

**21** Work pace quickens now as jobs get simpler. Fit the cylinder head temperature sensor, using a new one for best practice. Clip connector to rocker cover.



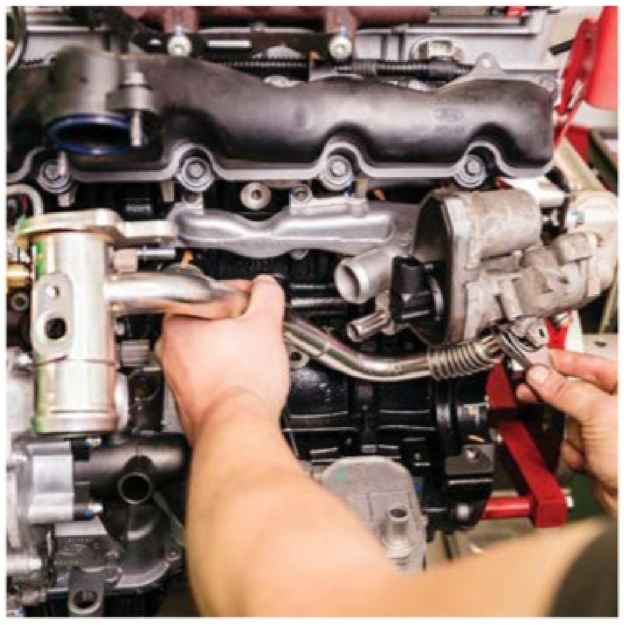
## Belt up

**22** On goes the auxiliary belt idler, then a new belt can be fitted. Release tension using a long bar on the tensioner, and route the belt carefully.



## EGR

**23** On goes the Exhaust Gas Recirculation (EGR) cooler and EGR valve. It fits to the exhaust manifold. We've reused our original system, as it was judged to be serviceable.



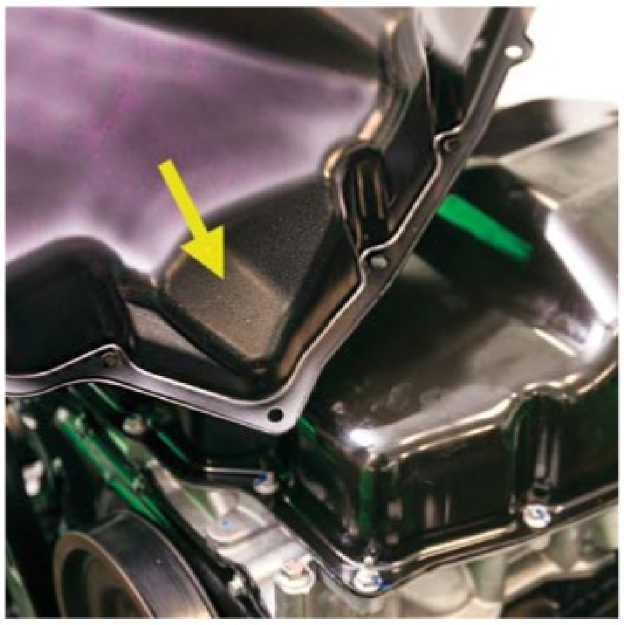
## Restored, refreshed

**24** The EGR to inlet pipe goes on, with a new gasket. This is a pig of a job when the engine is in the car. Not so now.

→

### Revitalised

**25** On goes the Manifold Absolute Pressure (MAP) sensor. This original sensor was cleaned of EGR crud. If left caked up, it might give incorrect readings, affecting fuel efficiency.



### Sump swap

**26** The engine comes with a Transit sump, but we need to fit a Defender one. Note the cutaway corner section, which provides clearance for the Defender's propshaft.

### Seal the deal

**27** Lay a 3mm bead of RTV sealant around the sump's mating face. Make sure to also loop around each mounting hole to ensure oil tightness when fitted.

### Nervous system

**28** The viscous fan is fitted, then the vital engine wiring loom which he cleans in a non-solvent parts washer. The engine now looks brand-new and fabulous.

### On the move

**29** With that, the engine moves out of the build room and into the workshop, where the Defender sits waiting. The engine is transferred to a suitably-rated crane.

### Tough torque

**30** On goes the flywheel, with vital new bolts. They're torqued in sequence to 25Nm, then 40Nm, then plus 48 degrees. Bolts paint-marked to confirm tightened.

### Clutching at it

**31** The new clutch plate goes on using a clutch alignment tool. New bolts torqued to 29Nm hold the cover in place. Tool should insert and remove easily.

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### Next month

**The engine is now complete, and looks a beauty. So next month we finally install the motor into the waiting Defender, then fill it with the vital fluids to bring it to life.**

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# REPLACING THE COOLANT EXPANSION TANK AND SENSOR

**Dave Barker explains the details of this simple, but critical, Discovery 4 DIY job**

MOST later Land Rovers use a sensor probe in the coolant expansion tank to monitor the coolant level, giving a visual warning on the instrument display if the level becomes low. Like all electrical components, the sensor can fail, resulting in warning messages and warning lights being displayed even when there is adequate coolant in the system or, worse, showing a misleading correct level when the coolant is dangerously low. In the case of this 2010 Discovery 4 with 195,000 miles on the clock, it was the coolant level sensor probe that had failed and was giving a false reading, suggesting the coolant level was low when, in fact, it was at the correct level.

To fix this problem, the sensor needed to be replaced. The level sensor probe is a push fit into the bottom of the expansion tank, and can be easily replaced once the expansion tank has been removed from the vehicle. However, an aftermarket expansion tank, complete with a pre-fitted sensor, can be found for less than the cost of just the sensor. Because the expansion tank needs to be removed to fit a new sensor, the labour costs are much the same. Another problem that often happens with the expansion tank, which is a common part on Discovery 3, 4 and early Range Rover Sport, is that, as they age with the vehicle, they're known to split, and the coolant hose outlet pipes can fracture at the tank, causing coolant to leak. So, complete replacement is more cost-effective because the new expansion tank and sensor will be good for another ten-plus years of service.

Replacing the expansion tank is not a difficult job. The trickiest part is disconnecting the expansion hose at the bottom of the tank, it being fiddly to clamp the hose off and disconnect the hose clip. Before starting this job, it is essential to allow the engine and all of the coolant system to fully cool and, even then, to exercise caution when disconnecting or opening any part of the system.

**DAVE BARKER**
**CONTRIBUTOR**

## NEED TO KNOW

**TIME:** 1½ hours. **COST:** See below.

**DIFFICULTY:** ●○○○○

**MODELS:** Discovery 4.

**TOOLS NEEDED:** General workshop tools, hose clamp and hose clip pliers.

**PARTS AND COSTS:**
Coolant expansion tank with sensor (tank radiator overflow) for Discovery 4 (and Discovery 3), part number LR020367 at Britpart, from £28 to £103 for a Genuine Land Rover part.

**WORK SAFELY:**

- Allow time for the engine and the coolant to cool before working on the coolant system. When removing the expansion tank cap, take care as the system could still be pressurised and a scalding injury could be caused by steam or hot coolant.
- Use appropriate masks and eye protection when required.
- Use a suitable container to collect any coolant that will be lost and always dispose of the coolant in a manner that protects the environment.
- Always wear protective gloves or barrier cream to protect the hands and skin from fluids, oils and sharp edges of components.

**THANKS TO:** Maddison 4x4,
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Topcliffe near Thirsk, YO7 3SG.
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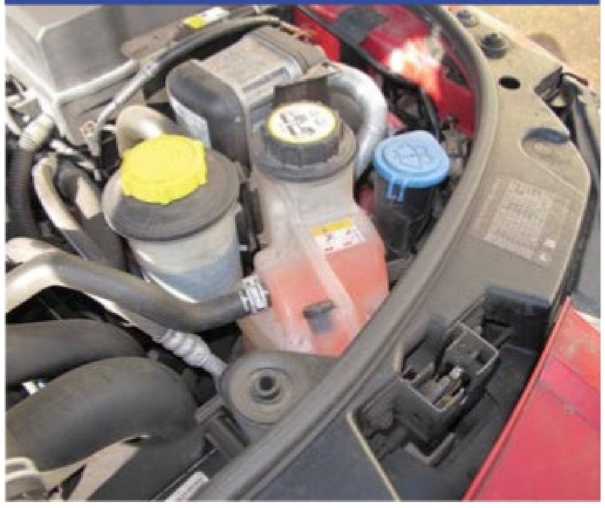
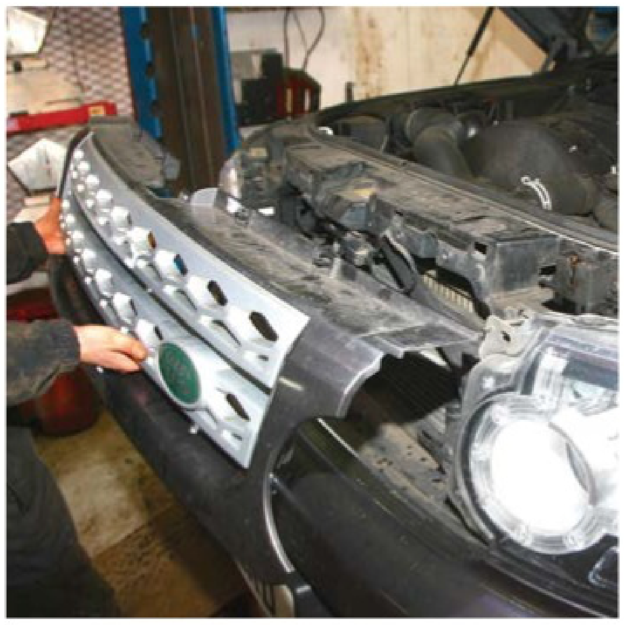
## Removing the defective tank



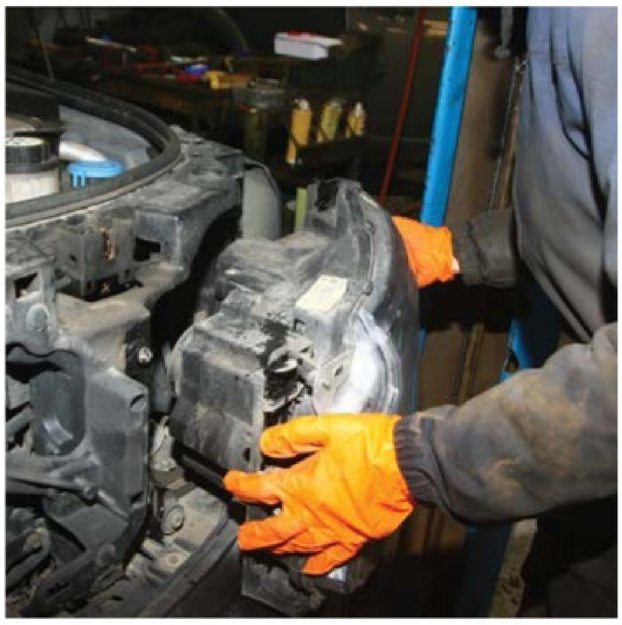
### Location of the tank

**1** The coolant expansion tank is located in the front left-hand corner of the Discovery between the auxiliary pre-heater, power steering tank and the headlamp unit.



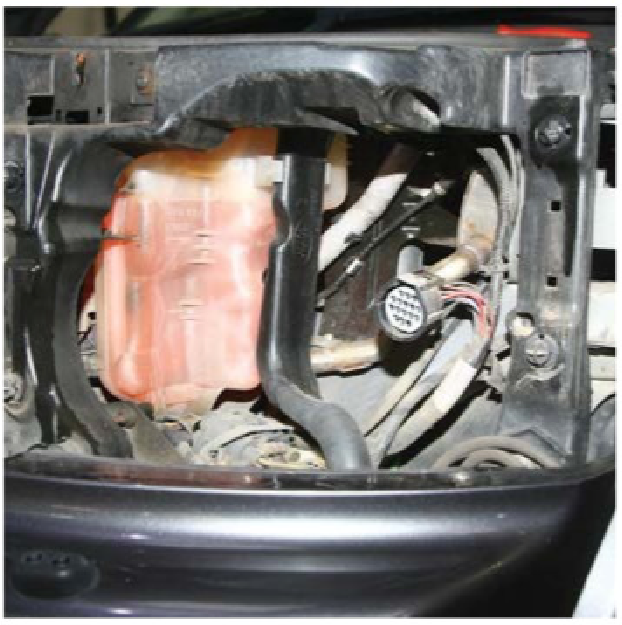
### Unclip grille

**2** The left headlamp (viewed from driver's seat) needs removing. First we pull the grille from the front panel after releasing the four clips along its top edge.



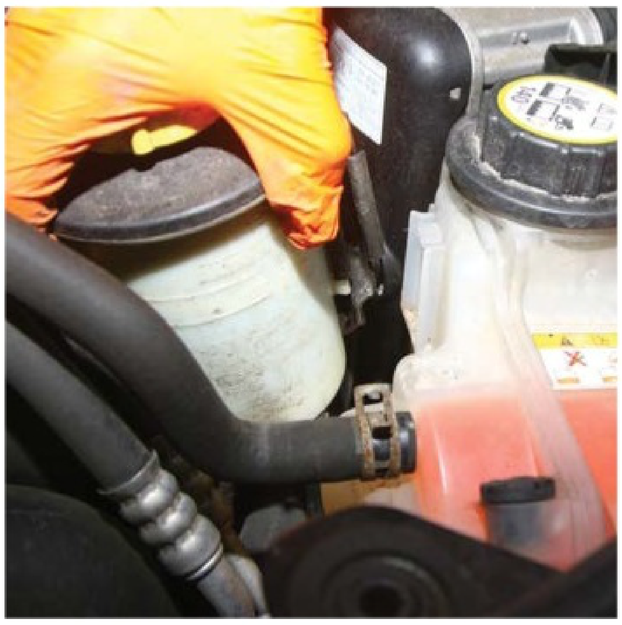
### Release and lift

**3** To remove the headlamp, we pull up both black locking clips on top, then lift the lamp out from its lower locating pins and disconnect the rear multiplug.



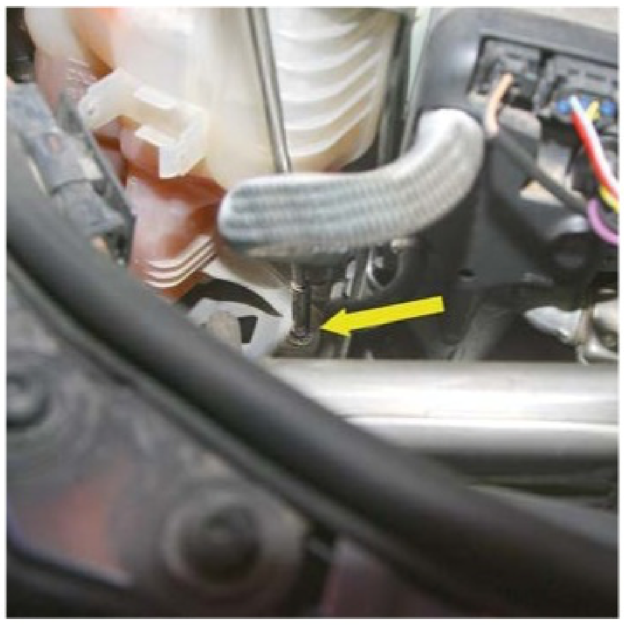
### Remove washer tube

**4** We now see the expansion tank. The windscreen washer tank's black filler tube in front is unclipped and, with filter, pulled from its tank behind the bumper.



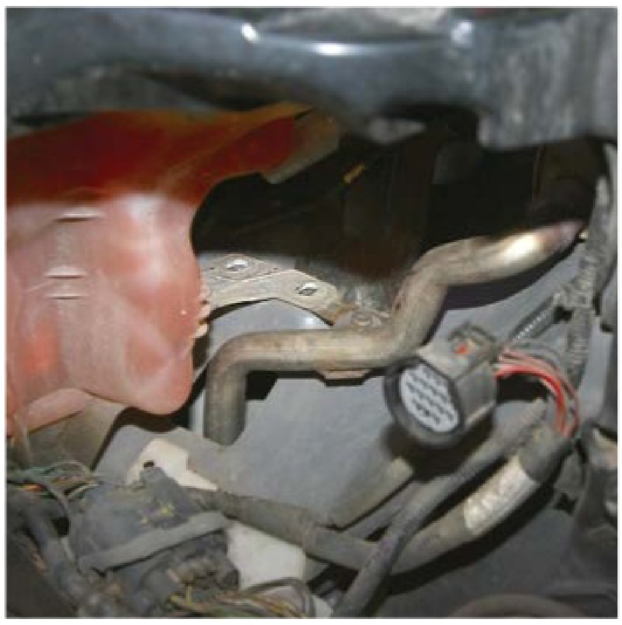
### Slide up

**5** Adjacent power steering fluid reservoir tank needs to be slid upwards and removed from its mounting on the side of the coolant expansion tank, and placed aside.



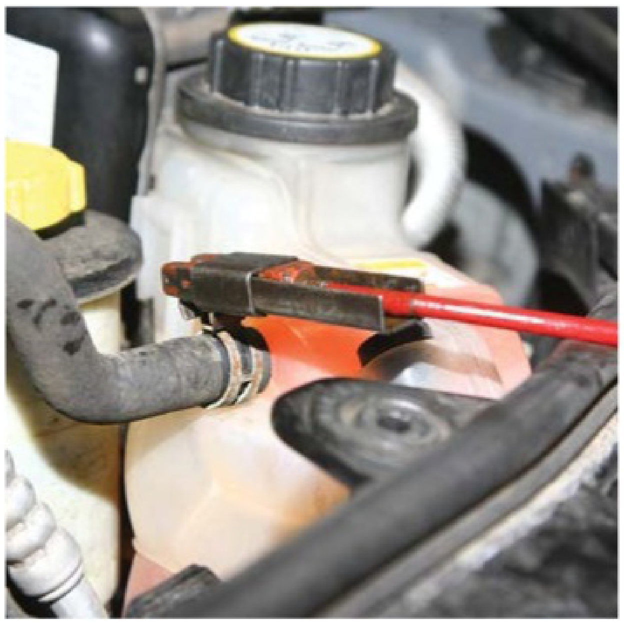
### Long-reach extension

**6** The coolant expansion tank is secured to the inner wing by two bolts located at the base of the tank. Use a long extension to reach the bolts.



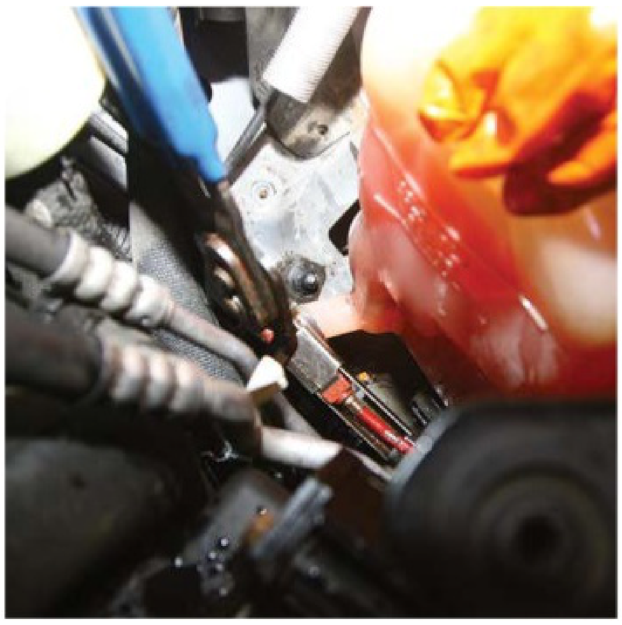
### Bolts out

**7** Once the two bolts have been removed, the expansion tank is now loose and can be moved to give better access to remove the coolant hoses, the next step.



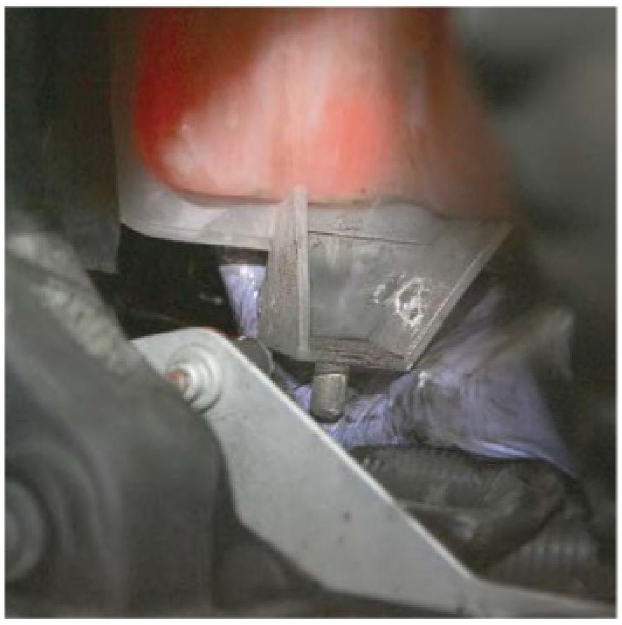
### Unclip and detach

**8** Using hose-clip pliers, the coolant vent hose on the top outlet of the expansion tank is released and then pulled off, collecting any escaping coolant.



### Clamp it

**9** A suitable hose clamp is fitted to the lower hose to stop coolant loss, before releasing the clip and pulling the hose off from the bottom outlet pipe.



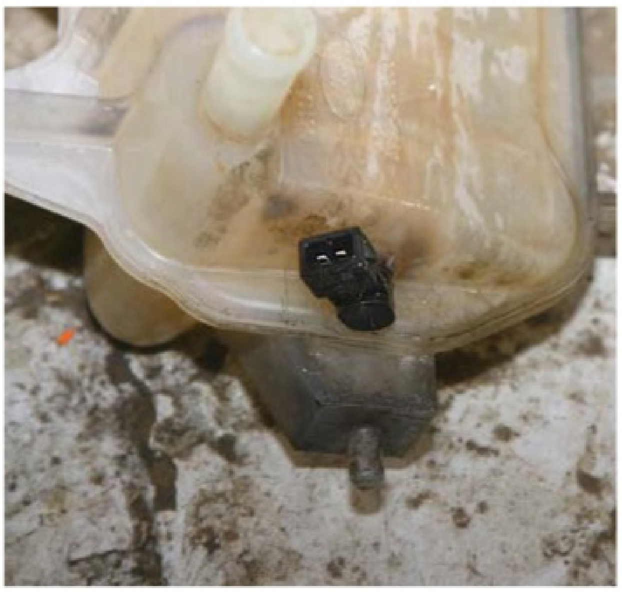
### Lift and unplug

**10** The tank is lifted to release its locating pin from the body panel. It is then manoeuvred in order to disconnect the sensor multiplug located on the bottom.

→

## Lifting out

**11** The expansion tank is now free, and can be lifted out from the Discovery. The filler cap is removed because it will be fitted to the new tank.



## The concern

**12** Here is the sensor which failed, on the bottom of the old tank. After the work involved so far, it's sensible to renew both the tank and sensor.

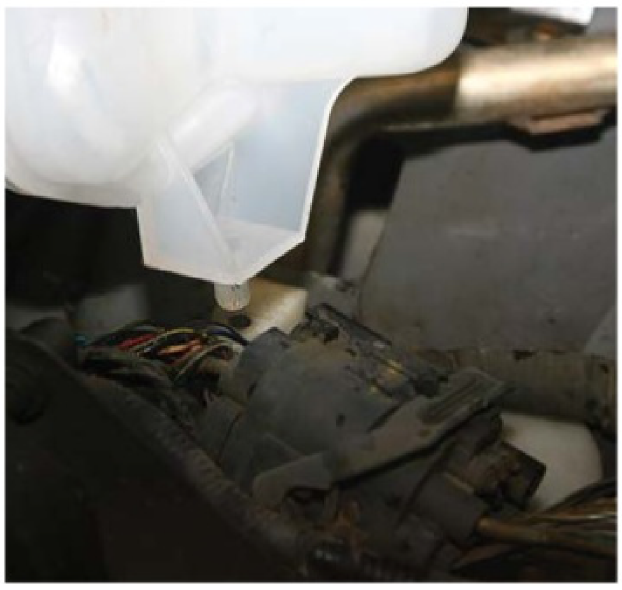
## Installing the new tank

## New part

**13** The new tank, part no LR020367 from Britpart, is supplied with the sensor already fitted. There's nothing like a clean tank for making easy visual level checks.

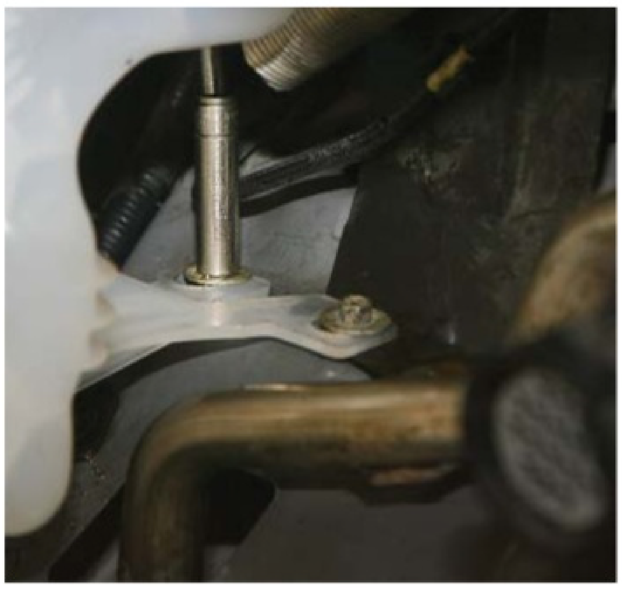
## Twisting

**14** With a little bit of manoeuvring, the new coolant expansion tank is located into position; some people find fitting it into position through the headlamp space easier.



## Reconnecting

**15** The multiplug is clipped to the new sensor, and the tank locating pin correctly located before pushing the tank down into its normal, seated position.

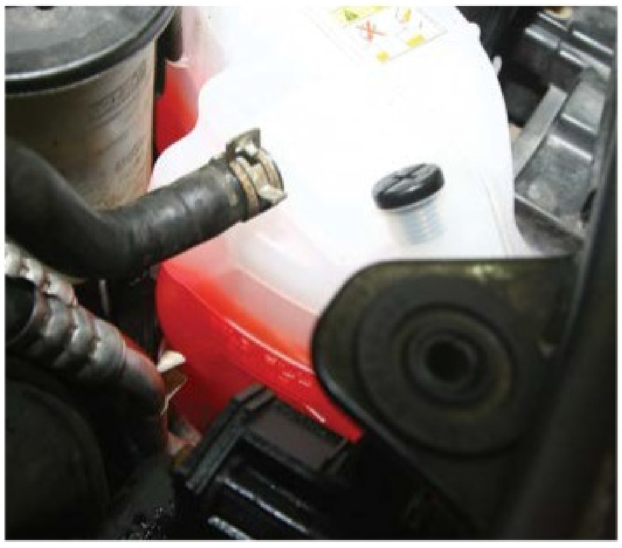


## Tightened down

**16** After refitting the bottom hose and clip, the hose clamp is removed and the tank secured with the two mounting bolts, which are tightened to 10Nm.

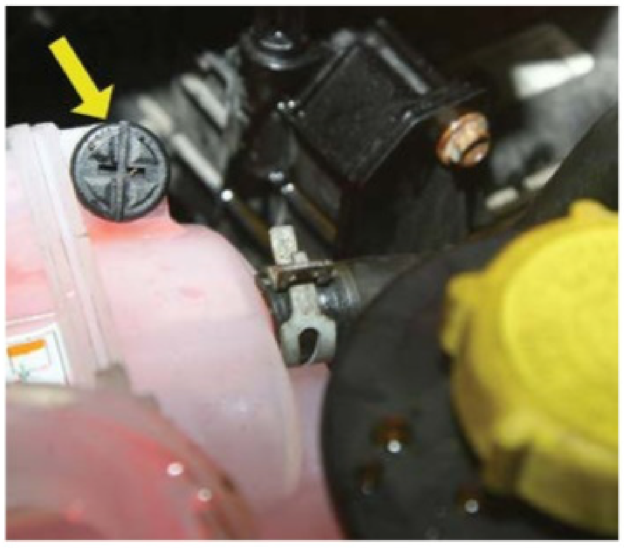
## Fully assembled

**17** After all parts have been reconnected and refitted in the reverse order of removal, the system is filled with the correct proportion of water and specified antifreeze.



## Is it full?

**18** To check the level is correct, it is viewed from the side and should be between the two level marks – a light behind the tank helps visibility.



## Let the air escape

**19** The engine is started, and any air in the system is carefully removed through the bleed valve in the top of the tank (being aware of hot coolant).

**After reaching full temperature, the engine is switched off and the level re-checked, and a close inspection for leakage is made around the reconnected hoses. The engine and coolant must be allowed to fully cool before attending to any leaks. If all is well, it's advisable to frequently monitor the coolant system in this way for the first few miles.**

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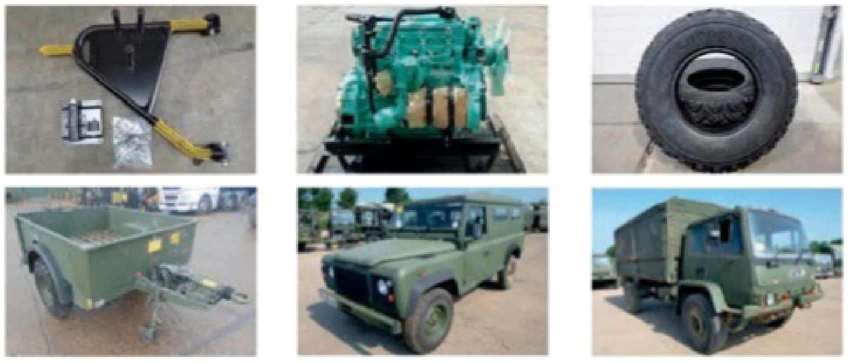

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LAND ROVER
W141 XCW

# PROJECT FREELANDER

**Often maligned, the Freelander has proved to be one of the most competent and enduring Land Rovers. But it's not all good news, as Ed Evans explains**

THERE are thousands of early-shape Freelanders still on the roads, being used in every situation from shopping runabout to full-blown off-roader and even race car. They're cheap, they have shedloads of character, the diesels average 38mpg, they have a spare wheel on the back door (which is a rare commodity nowadays, and a recognised statement of intent), and they're utterly practical family car cars, load luggers and off-roaders – just like a Land Rover, really.

So what's not to like? Plenty, which I'll explain as this project progresses. Maybe I should have allocated a bigger budget to buy this project car and started off with one that could actually be used – after all, you can't expect much for £300. It's certainly going to cost a lot more to turn it into a reliable road car and off-roader. The first challenge here is to see if that can be achieved for £1000 – that extra £700 being the value of parts to make it good, while most of the labour will be DIY. The secondary challenge is to pass the MoT test with zero advisories, and I can easily think of a dozen fail points already.

## Could all be a bad idea

We'll take a look around later to see what we've got to work with, but first, here's a brief description. It's done 97,000 miles, which is lower than average. But the mileage does mean that in 1000 miles the camshaft timing belt and the fuel pump timing belt are due for renewal for the second time around.

**ED EVANS**
***LRM* TECHNICAL EDITOR**

### NEED TO KNOW

**COST of vehicle so far:** £309.50.
**PARTS used so far:** Intercooler-to-manifold hose, part no. PNH101720 Britpart, £9.50

The body is thick with dirt from top to bottom, with deep gouges taken out of the paint on the driver's A-post. The interior is even messier, with the leather upholstery badly marked, stitching split, trim sections missing and a speaker cowl dangling by its wires from a door, and the headlining hanging down. Naturally, the cubby box in the boot floor is soaking wet and has been so for a long time, as evidenced by the lid hinges almost rusted away.

The paintwork, an almost luminous green lending the car its name of Kermit, is pretty good, except that it has faded or eroded away to a grey colour on areas of the bonnet and roof, though it's been like that for years (I know because my wife used to own this same car some years ago).

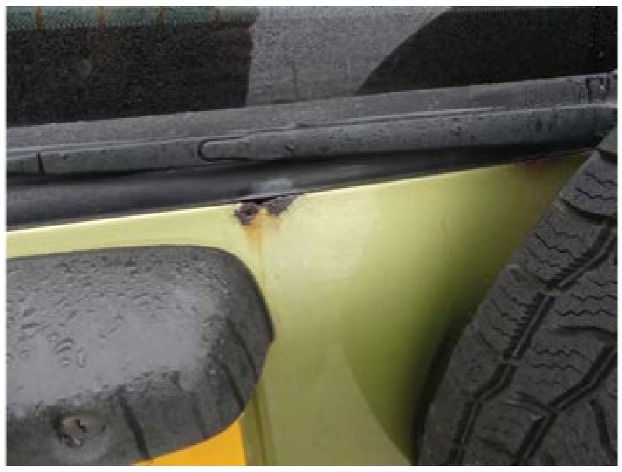
Mechanically, the old L-Series Rover diesel engine is rock solid, though it won't be rushed – it's the way these old turbodiesels are – nothing really happens until the revs build and the turbo spools up. Perhaps it'd go a bit faster if the intercooler hose didn't have a huge split in it. The dipstick comes out but won't go back in. And there's no coolant in the engine and, even after filling the coolant tank, the water has just disappeared again. This is very worrying. The handbrake lever points to the sky and doesn't really do anything. When you let the clutch out to pull away, the rear propshaft jumps up to bang against the underbody, but I know what's going on there. When it rains, it's best to leave the wipers off because the blades smear the screen so that the road ahead is a blur, and the wiper linkage makes a racket. Indeed, the wiper stalk will only operate the wipers when in the down position, so you have to continually hold the stalk down against its spring while driving – which isn't really possible without driving into things.

Underneath, it's mostly caked with mud and, where it isn't, I can see serious rust beginning to take hold. There's an oil leak under the bonnet that's dripped down and soaked the engine undertray, and a track rod end is rattling alarmingly over the slightest road bump. And then there's the pungent smell of diesel fuel that permeates this little automotive delight inside and out.

## Body check

### Did someone say shed?

**1** It's thick with grime, inside, outside and underneath. But nothing stops the Appalachian Green paint from shining out. To be honest, it's a bit of a shed.

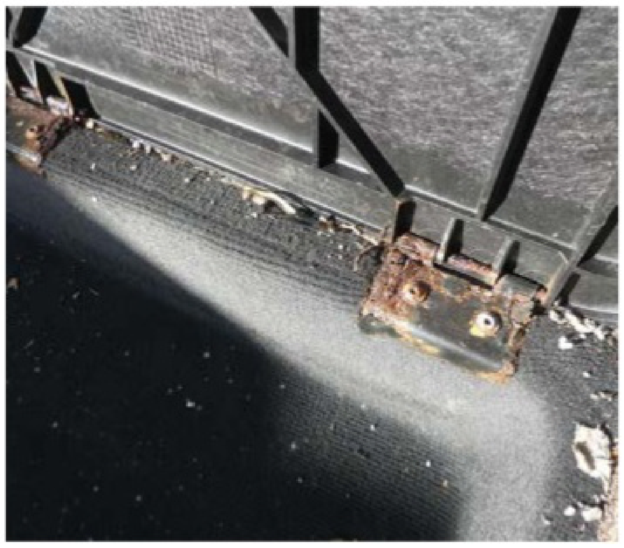


### Body piercing

**2** The only rusted area is here on the top edge of the tailgate. The tailgate will need removing and fully dismantling to effect a proper paint repair.

### Grubbed up

**3** The rear load space was covered with rubbish, and this under the protective load liner. This looks good compared with the rest of the interior.



### Rusted trim

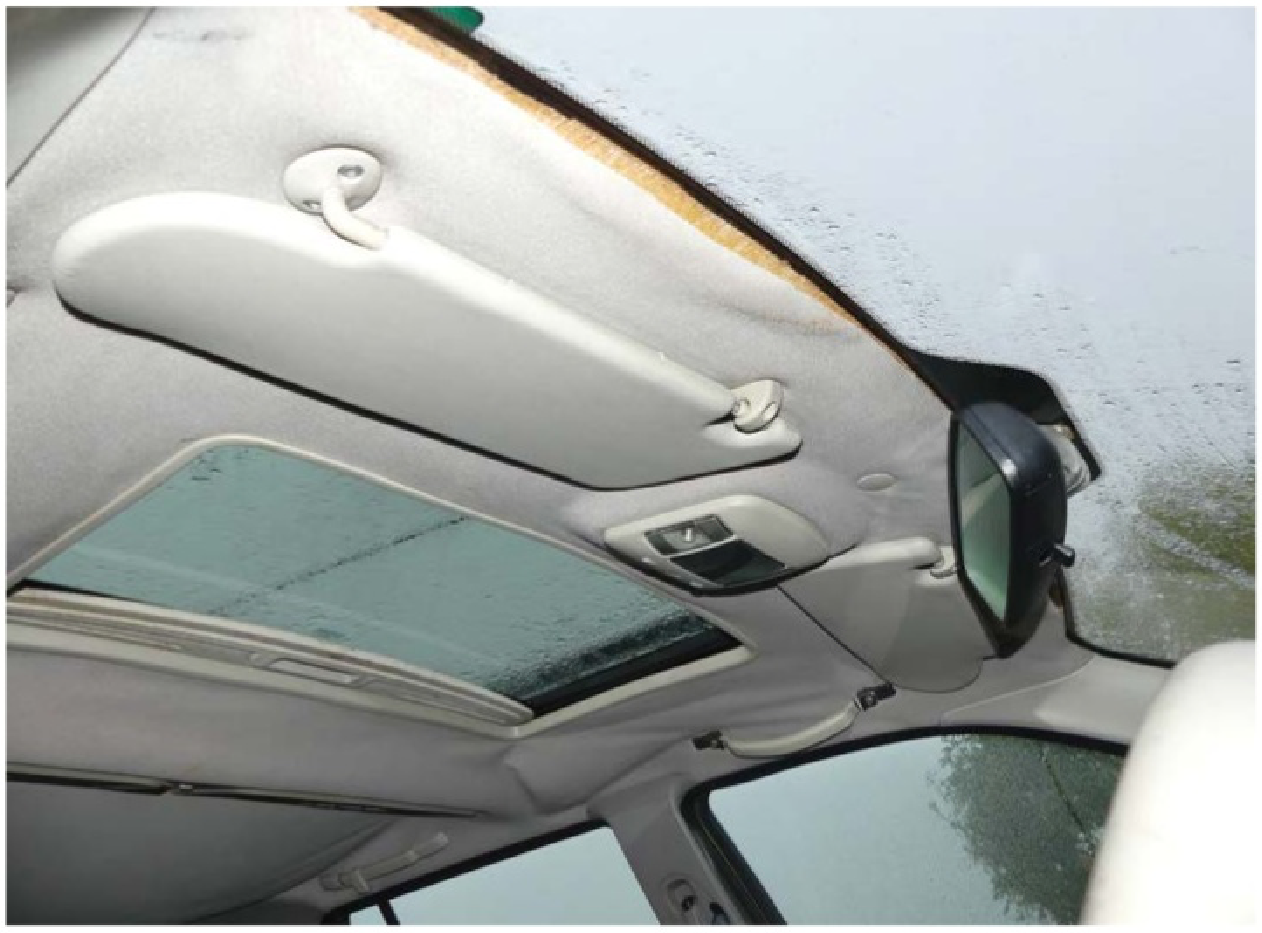
**4** The cubby box under the boot floor was sodden with water (not unusual on a Freelander 1) and the steel hinges on the lid are badly rusted.

### Professional job

**5** The whole interior was so bad that after I removed the chips and plastic bottles, I called in a valeter who steam-cleaned the lot. A superb job for £60.

### More like it

**6** It's an ES model, and the leather upholstery and quality carpet material came up well, apart from the odd seat stain, and split stitching on the driver's seat.



### Head job

**7** The headlining is clean, but has sagged at the rear in the usual way, and it's pulled back from the screen, seen here. A tricky one to fix.

→

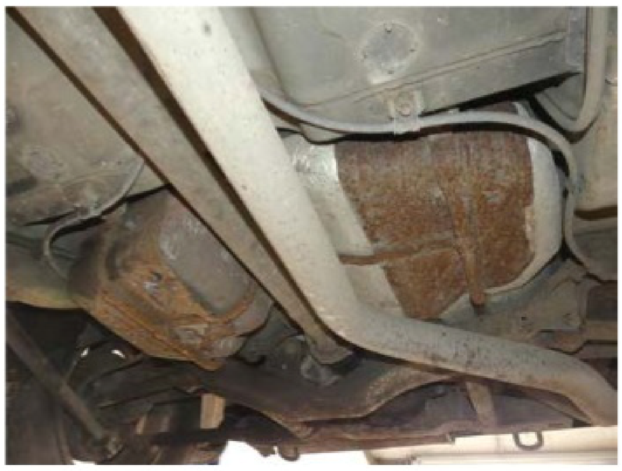
## Underside

### Not on track

**8** The left-hand side steering track rod ball joint was the loosest I've yet seen and needs urgent replacement. It's caked in mud, as is most of the underside.

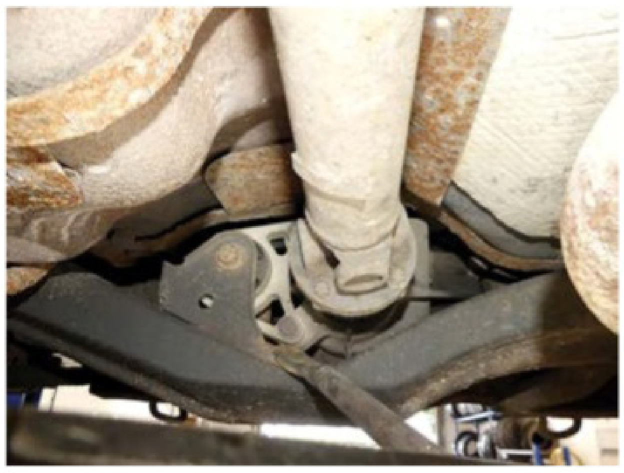
### Dusted up

**9** The original alloy wheels are in good shape with no kerbing marks, but no amount of cleaning and solution is shifting the years of baked-on brake dust.



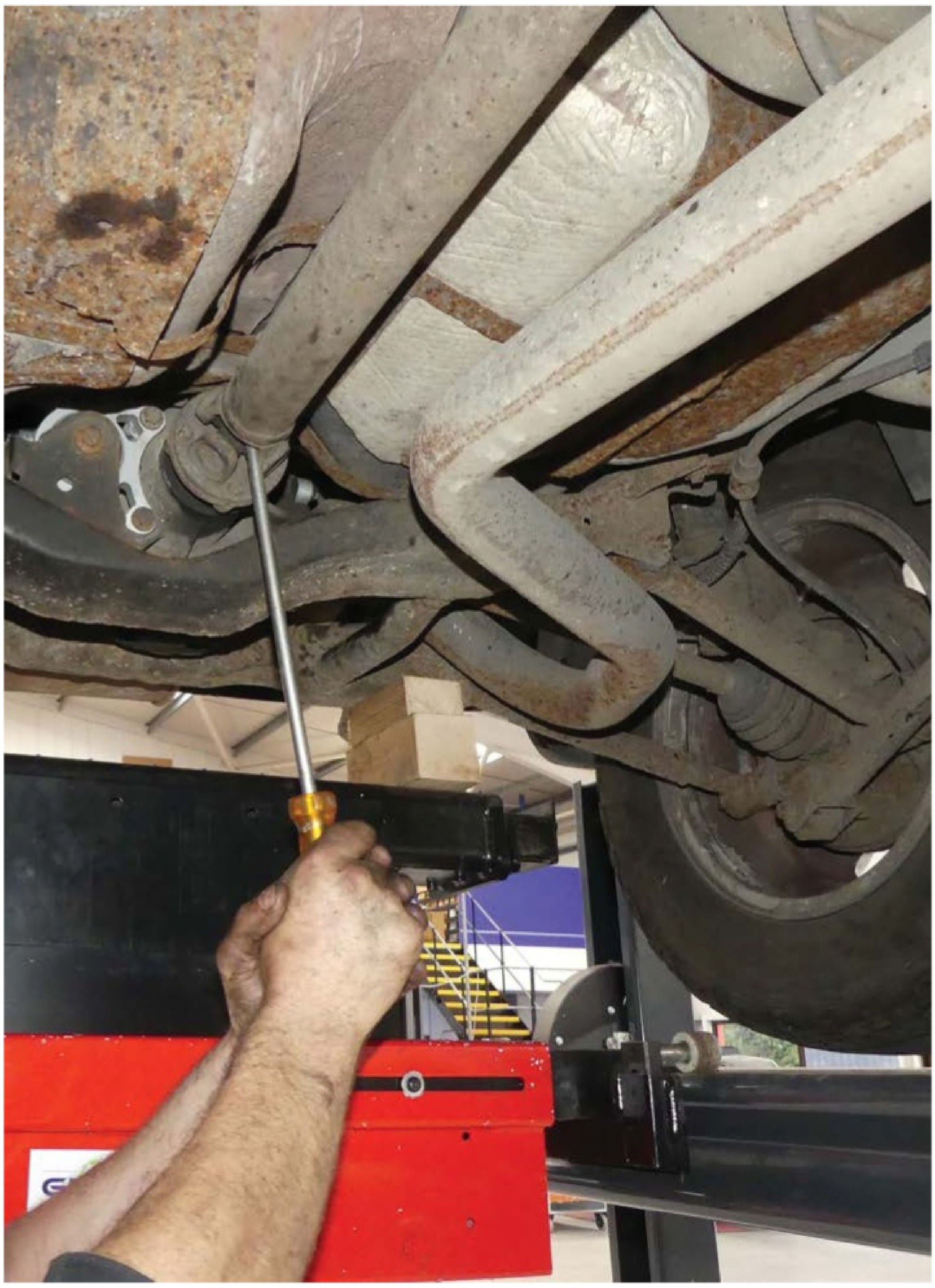
### Rust attack

**10** Underside rust hasn't yet reached a serious stage, and Freelanders are usually rust-resistant underneath. But it's rotting under the mud and needs treating.



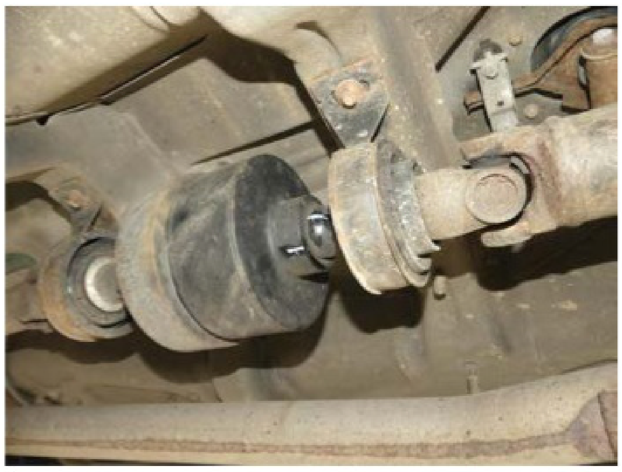
### Banger

**11** This is why the rear of the propshaft bangs against the floorpan when setting off – all three rear diff mounts are trashed, allowing the diff to jump up and down.



### Viscous coupling unit

**12** Left: it's worth testing the VCU as a defective unit can cause serious transmission damage. It should be possible to just rotate the prop using a 450mm lever.



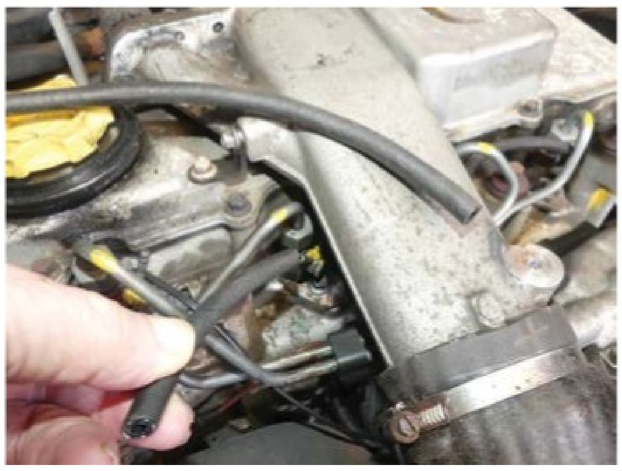
### Confirmation

**13** By putting corresponding marks on both parts of the VCU before test-turning it, we can see that the rear part turns independently of the front section – it's okay. Thankfully.

## Engine bay

### Diesel fumes

**14** The strong smell inside and outside suggested wasting fuel or potentially breaking down. Removing the engine cover exposed a leaking fuel spill return pipe on no.2 injector.



### Obsolete

**15** New spill pipes, sold as a set, are no longer available, but all that's needed is a length of 4mm fuel pipe cut to suit. All four pipes were replaced before others failed.

### Boost leak

**16** Intercooler-to-inlet manifold hose is split where the clip on the manifold is badly fitted, losing boost pressure. Part no.PNH101720 from Britpart was a cheap and quick replacement with new clips.

### Dipstick trick

**17** Commonly, the plastic end falls off the dipstick, so it won't slide down the tube. Filing a smooth radius on the end sorts that, or just buy a new dipstick.

### Spruced up

**18** I've degreased the engine bay and blinged it with a spray of GT85. Much more pleasant to work on, and easier to trace the sources of several fluid leaks.

## Smartening up before the serious stuff begins

### Super wash

**19** The hand car wash guys blasted the grime away and even brought the wheels up like new. It looks pretty, but it's still a shed under the gloss.

### Two-tone

**20** The cleaning exposed badly discoloured paint on the bonnet and roof. A costly job to put right – only if I can make a decent car of it first.

## Next month

**I'd like to get the cam and fuel pump belt replacement done soon. But, before that, the priority is to make the Freelander safe and reliable to drive. So next month we'll be fathoming the coolant loss, fixing the steering, getting the handbrake to work, probing the oil leaks and, ultimately, booking an MoT test.**

# MODEL GUIDE

YOUR COMPLETE LIST OF ALL LAND ROVER MODELS EVER MADE

## EARLY SERIES I

**80in, 1948 to 1953**

**RATINGS:**

**Servicing:** ★★★★★
**Reliability:** ★★★★★
**Economy:** ★★★☆☆
**Towing:** ★★★★☆
**Off-road:** ★★★★☆
**On-road:** ★★★★☆

**PRICE GUIDE**

**Poor:** £3500 – £6000
**Average:** £6000 – £7500
**Good:** £7500 – £18,000
**Excellent:** £18,000 – £50,000+

**SPECIFICATIONS**

**1948-1951:** 1.6-litre four-cylinder petrol, 55bhp, 83lb-ft torque. Four-speed manual, two-speed transfer box with permanent four-wheel drive (to 1950), later selectable. **1951-1953:** 2.0-litre four-cylinder petrol engine, 52bhp, 101lb-ft.

**EXPERT OPINION:**

THIS is the ultimate classic Land Rover – 73-years old and more desirable than ever. The early 80in models fetch the highest prices. The earlier and more original, the better. Pre-production and historic examples are the most sought-after, and 1948-50 models the most expensive. Even barn-find derelicts are in demand for restoration projects. The Holy Grail of all Land Rovers is the missing Centre Steer prototype from 1947 – if it still exists.

**BUYER'S TIP**

**Join the Series One Club for parts and advice.**

## LATER SERIES I

**86in/107in/88in/109in, 1953 to 1958**

**RATINGS:**

**Servicing:** ★★★★★
**Reliability:** ★★★★★
**Economy:** ★★★☆☆
**Towing:** ★★★★☆
**Off-road:** ★★★★☆
**On-road:** ★★★★☆

**PRICE GUIDE**

**Poor:** £2500 – £4000
**Average:** £4000 – £6000
**Good:** £6000 – £9000
**Excellent:** £9000 – £30,000

**SPECIFICATIONS**

**1953-1957:** 2.0-litre four-cylinder petrol engine, 52bhp, 101lb-ft torque. Also, from **1957:** 2.0-litre four-cylinder diesel, 52bhp, 87lb-ft torque. Four-speed manual, two-speed transfer box with selectable four-wheel drive.

**EXPERT OPINION:**

NOT all Series Is come with stratospheric price tags. Later models are better value than their early counterparts, as well as being more user-friendly and easier to drive. The distinctive 107in station wagons are extremely sought-after, and fetch the highest prices, while the long wheelbase pick-ups represent the best value. Check any prospective purchase for serious corrosion issues – an inherent problem with all early (and many later) Land Rovers.

**BUYER'S TIP**

**Better everyday drivers than the 80in.**

## SERIES II/IIA

**88in and 109in, 1958 to 1971**

**RATINGS:**

**Servicing:** ★★★★★
**Reliability:** ★★★★★
**Economy:** ★★★☆☆
**Towing:** ★★★★☆
**Off-road:** ★★★★☆
**On-road:** ★★★★☆

**PRICE GUIDE**

**Poor:** £1800 – £2500
**Average:** £2500 – £4500
**Good:** £4500 – £6500
**Excellent:** £6500 – £12,500

**SPECIFICATIONS**

**1958:** 88s, diesels to 1961 and all transmissions the same as Series I. **1958-1971:** 2.25-litre four-cylinder petrol, 77bhp, 124lb-ft torque; 2.25-litre four-cylinder diesel, 62bhp, 103lb-ft torque. **1967-1971:** (109 only): 2.6-litre six-cylinder petrol, 81bhp, 132lb-ft torque.

**EXPERT OPINION:**

THE launch of the Series II in 1958 saw the arrival of the classic Land Rover shape that endured through to the 2016 Defender. Values of SIIs are rising – early MoT-exempt models especially. Some have been retro-fitted with Tdi engines, which help them keep up with modern traffic. A SII should be a good ride. If it isn't, check the leaf springs aren't badly rusted and seized – and consider replacing with more forgiving parabolics.

**BUYER'S TIP:**

**Affordable classic that holds its value.**

## MILITARY LIGHTWEIGHT

**88in Series II and SIII, 1968 to 1984**

**RATINGS:**

**Servicing:** ★★★★★
**Reliability:** ★★★★★
**Economy:** ★★★☆☆
**Towing:** ★★★★☆
**Off-road:** ★★★★☆
**On-road:** ★★★★☆

**PRICE GUIDE**

**Poor:** £3000 – £4000
**Average:** £4000 – £6000
**Good:** £6000 – £8000
**Excellent:** £8000 – £13,000

**SPECIFICATIONS**

**1968-1984:** 2.25 petrol/diesel and transmissions as Series II and Series III.

**EXPERT OPINION:**

THERE'S no messing with the tough, no-nonsense military version of the leaf-sprung Land Rover, built specifically for the armed forces – and a sturdy and reliable battle vehicle.

In 1972 the military Series III got the same mechanical upgrades as the civilian model, including a five-bearing petrol engine and improved gearbox with synchromesh on all forward gears, and an alternator replaced the dynamo.

Like all ex-military Land Rovers, Lightweights are in demand with enthusiasts, so good condition examples now fetch serious money.

**BUYER'S TIP**

**Unique, collectable and great fun.**

## RANGE ROVER 1 (CLASSIC)

**1970 to 1996**

**RATINGS:**

**Servicing:** ★★★★★
**Reliability:** ★★★★★
**Economy:** ★★★★☆
**Towing:** ★★★★☆
**Off-road:** ★★★★☆
**On-road:** ★★★★☆

**PRICE GUIDE**

**Poor:** £1200 – £2500
**Average:** £2500 – £4500
**Good:** £4500 – £7000
**Excellent:** £7000 – £30,000

**SPECIFICATIONS**

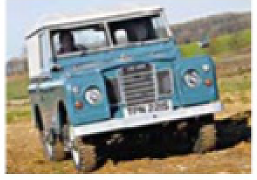
**1971-1983:** 3.5-litre V8, 125bhp, 185lb-ft torque. **1986-on:** 3.5 EFi, 165bhp, 206lb-ft. **1989-1996:** 3.9 EFi V8, 185bhp, 235lb-ft or 4.2-litre, 200bhp. **1986-1992:** 2.4 VM turbodiesel, 112bhp, 183lb-ft, later 119bhp 2.5.

**EXPERT OPINION:**

EARLY three-door examples are rare so command serious money, and classic car collectors are pushing prices up even further. Rust of steel body panels is the biggest enemy and some of the rarer parts are getting difficult to source. V8 models are expensive to run, but the later Tdi diesels are reasonably frugal. Later models in good nick have been steadily rising in recent years, with high-spec versions like the Vogue SE or 4.2 LSE the most desirable.

**BUYER'S TIP**

**Early three-doors fetch the most money.**



## SERIES III

**88in and 109in, 1971 to 1985**

**RATINGS:**

**Servicing:** ★★★★★
**Reliability:** ★★★★★
**Economy:** ★★★★☆
**Towing:** ★★★★☆
**Off-road:** ★★★★☆
**On-road:** ★★★★☆

**PRICE GUIDE**

**Poor:** £1300 – £2500
**Average:** £2500 – £4500
**Good:** £4500 – £6000
**Excellent:** £6000 – £10,000

**SPECIFICATIONS**

**1971-1985:** 2.25 petrol/diesel and transmissions as Series IIA, 2.6-litre six-cylinder produced up to 1979. **1979-1985:** Stage One (109 only) 3.5-litre V8 petrol, 91bhp, 166lb-ft torque. LT95 four-speed manual with permanent four-wheel drive.

**EXPERT OPINION:**

THE collectability of Series IIIs means they are no longer cheap as chips, but you can still find sensibly-priced examples in the UK. Parts – especially aftermarket parts – are reasonably priced and readily available. The simplicity of the SIII design makes them ideal for the home mechanic. Tidy originals command higher prices. The flush-grilled Stage One V8 is particularly sought-after. Look after your Series III and it will more than hold its value. Diesels are dull.

**BUYER'S TIP**

**Well worth investing.**

## FORWARD CONTROL

**SERIES IIA, IIB – 1962 TO 1972; 101 – 1972 TO 1978**

**RATINGS:**

**Servicing:** ★★★★★
**Reliability:** ★★★★☆
**Economy:** ★★★☆☆
**Towing:** ★★★☆☆
**Off-road:** ★★★★☆
**On-road:** ★★☆☆☆

**PRICE GUIDE**

**Poor:** £3000 – £4000
**Average:** £4000 – £7000
**Good:** £7000 – £9000
**Excellent:** £9000 – £19,000

**SPECIFICATIONS**

**1962-1972:** 2.6-litre six-cylinder petrol (SIIA/IIB), 81bhp, 132lb-ft torque. **1972-1978:** 3.5-litre V8 petrol (101), 128bhp, 185lb-ft torque. Four-speed LT95 gearbox with permanent four-wheel drive.

**EXPERT OPINION:**

THESE are Land Rover's real-life monster trucks. Series IIA and IIB models had big-capacity load areas, but were blighted by under-powered engines. The later 101 Forward Control was a big military truck with a V8 petrol, thirstier than Oliver Reed at opening time. Some parts can be hard to find, but there's fantastic back-up from clubs, with loads of fellow enthusiasts. They certainly stand out from the crowd.

**BUYER'S TIP**

**Make excellent camper conversions. Original vehicles hold value best.**

## RANGE ROVER 3 (L322)

**2002 to 2012**

**RATINGS:**

**Servicing:** ★★★☆☆
**Reliability:** ★★★☆☆
**Economy:** ★★★★☆
**Towing:** ★★★★★
**Off-road:** ★★★★☆
**On-road:** ★★★★★

**PRICE GUIDE**

**Poor:** £1000 – £2500
**Average:** £2500 – £5000
**Good:** £5000 – £6500
**Excellent:** £6500 – £12,000

**SPECIFICATIONS**

**2002-2005:** 4.4-litre BMW V8 petrol, 282bhp, 325lb-ft torque. **2002-2007:** 3.0-litre BMW Td6 turbodiesel, 177bhp, 287lb-ft torque.

**EXPERT OPINION:**

EARLY third-generation Range Rovers are now nearly 20-years old and can be picked up cheap, but don't underestimate the running costs – especially those of petrol V8s. The diesel Td6 is less thirsty. Drivetrain and electrical faults are common, but the biggest problem is previous owners who have skimped on servicing and repairs and run them into the ground. Buy a neglected L322 and you're asking for trouble. When L322s start to go wrong, they can be expensive to put right and parts aren't cheap, either.

**BUYER'S TIP**

**Prices falling, but beware of the dogs.**

## DISCOVERY 3/4

**2004 to 2017**

**RATINGS:**

**Servicing:** ★★★★☆
**Reliability:** ★★★☆☆
**Economy:** ★★★★★
**Towing:** ★★★★★
**Off-road:** ★★★★☆
**On-road:** ★★★★★

**PRICE GUIDE**

**Poor:** £2600 – £5000
**Average:** £5000 – £8000
**Good:** £8000 – £10,000
**Excellent:** £10,000 – £24,000

**SPECIFICATIONS**

2.7-litre V6 turbodiesel, 190bhp, 324lb-ft torque; 4.4-litre V8 petrol, 300bhp, 313lb-ft; 3.0-litre V6 turbodiesel, 244bhp, 442lb-ft torque.

**EXPERT OPINION:**

THEY look identical at first glance, but Disco 3 and 4 are different beasts. Early D3s suffered reliability issues, caused by water ingress into the electrics, but D4s are pretty bulletproof. Rust issues are few, but sills rot on older models. Hugely capacious and versatile family cars, capable of seating seven. They have won countless awards for best tow car and look as stylish as ever. Gaining in popularity with enthusiasts now Defenders are getting so expensive.

**BUYER'S TIP**

**Great value for money but parts can be expensive. Values falling.**

## RANGE ROVER SPORT 1

**2005 to 2013**

**RATINGS:**

**Servicing:** ★★★☆☆
**Reliability:** ★★★☆☆
**Economy:** ★★★☆☆
**Towing:** ★★★★☆
**Off-road:** ★★★☆☆
**On-road:** ★★★★★

**PRICE GUIDE**

**Poor:** £2700 – £6000
**Average:** £6000 – £8000
**Good:** £8000 – £9200
**Excellent:** £9200 – £15,000

**SPECIFICATIONS**

**2005-2009:** 2.7-litre V6 turbodiesel, 190bhp, 324lb-ft; 4.4-litre V8 petrol, 300bhp, 313lb-ft; Supercharged V8 390bhp, 406lb-ft. **2009-on:** 3.0-litre V6 turbodiesel, 244bhp, 442lb-ft; 3.6-litre TDV8 diesel, 272 bhp, 472 lb-ft.

**EXPERT OPINION:**

THE Sport fulfils the fast premium 4x4 role with style. It shares the same platform as the Discovery 3/4 and is just as impressive off-road. A great long-distance cruiser and entertaining on the right roads. If you need a load-lugger though, the more versatile Discovery is better. Tyres, brakes and suspension tend to have a hard time, so buy carefully. Despite being replaced by the second-generation Sport, early models are still popular. But are they beginning to look a bit dated?

**BUYER'S TIP**

**Values are falling. Be prepared to haggle.**

## FREELANDER 2

**2006 to 2015**

**RATINGS:**

**Servicing:** ★★★★☆
**Reliability:** ★★★★☆
**Economy:** ★★★★☆
**Towing:** ★★★★☆
**Off-road:** ★★★★☆
**On-road:** ★★★★★

**PRICE GUIDE**

**Poor:** £2000 – £4000
**Average:** £4000 – £6700
**Good:** £6700 – £9000
**Excellent:** £9000 – £10,000

**SPECIFICATIONS**

2.2-litre four-cylinder turbodiesel, 150bhp, 295lb-ft torque. Six-speed manual gearbox with optional stop/start (eD4) or six-speed automatic. Permanent 4WD.

**EXPERT OPINION:**

A BIG improvement on Freelander 1. The towing capacity is just 2000kg compared with the 3500kg of bigger Land Rovers, but it's a worthy alternative to a Discovery. Lack of low-range and ground clearance prevents hardcore off-roading, but it is certainly still competent in the rough. Reasonable on fuel and with a decent-sized boot, too. There are no rust issues and it's ultra-reliable. Residual values are falling now it has been superseded by Discovery Sport, so it's a bit of a bargain.

**BUYER'S TIP**

**An economical and trouble-free buy.**

## DEFENDER TDCi

**2007 to 2016**

**RATINGS:**

**Servicing:** ★★★☆☆
**Reliability:** ★★★☆☆
**Economy:** ★★★☆☆
**Towing:** ★★★☆☆
**Off-road:** ★★★☆☆
**On-road:** ★★★☆☆

**PRICE GUIDE**

**Poor:** £7000 – £10,000
**Average:** £10,000 – £13,000
**Good:** £13,000 – £18,000
**Excellent:** £18,000 – £30,000+

**SPECIFICATIONS**

**2007-2012:** 2.4-litre four-cylinder turbodiesel, 122bhp, 221lb-ft torque. **2012-on:** 2.2-litre four-cylinder turbodiesel, 122bhp, 265lb-ft torque. Six-speed MT85 gearbox, permanent four-wheel drive.

**EXPERT OPINION:**

FOUR-cylinder Ford TDCi turbodiesel (shared with the Transit van) matched to a six-speed gearbox and an all-new dashboard were all part of 2007's major revamp. The loss of the hinged front air vents and the distinctive humped bonnet aren't to everyone's taste, but the brilliant off-road ability remains. The original 2.4-litre engine was replaced in 2012 with a new 2.2-litre unit with better emissions.

Production ended in 2016 and an all-new model has recently been introduced.

**BUYER'S TIP**

**Demand – and values – remain high as ever.**

## RANGE ROVER EVOQUE 1

**2011 to 2018**

**RATINGS:**

**Servicing:** ★★★☆☆
**Reliability:** ★★★☆☆
**Economy:** ★★★☆☆
**Towing:** ★★★☆☆
**Off-road:** ★★★☆☆
**On-road:** ★★★☆☆

**PRICE GUIDE**

**Poor:** £7000 – £9000
**Average:** £9000 – £13,000
**Good:** £13,000 – £16,000
**Excellent:** £16,000 – £25,000

**SPECIFICATIONS**

2.0-litre eD4 turbodiesel, 150bhp, 280lb-ft; 2.0-litre TD4 turbodiesel, 180bhp, 317lb-ft; 2.0-litre SD4 turbodiesel, 240bhp, 369lb-ft; 2.0-litre Si4 petrol, 240bhp and 290bhp, 251lb-ft and 295lb-ft. Six-speed manual or nine-speed auto. 2WD or 4WD.

**EXPERT OPINION:**

NOT a favourite with Land Rover enthusiasts, but a huge hit with the general public who have turned it into the brand's best-selling model. 2WD is more economical, but 4WD is the better performer, and it's not bad off-road. Launched in 2011, there are lots available on the market – and some real bargains. The Evoque 1 was updated for 2015, with styling tweaks and cleaner engines, and a convertible version arrived in 2016.

**BUYER'S TIP**

**Problems with oil dilution on some diesel models.**

## RANGE ROVER 4 (L405)

**2012 to present**

**RATINGS:**

**Servicing:** ★★☆☆☆
**Reliability:** ★★★☆☆
**Economy:** ★★★☆☆
**Towing:** ★★★★★
**Off-road:** ★★★★★
**On-road:** ★★★★★

**PRICE GUIDE**

**Poor:** £17,000 – £30,000
**Average:** £30,000 – £40,000
**Good:** £40,000 – £50,000
**Excellent:** £50,000 – £100,000+

**SPECIFICATIONS**

3.0-litre TDV6 turbodiesel, 258bhp, 440lb-ft; 4.4-litre SDV8 turbodiesel, 339bhp, 472lb-ft; 2.0-litre P400e petrol PHEV, 404bhp, 472lb-ft; 3.0-litre V6 s/c petrol 340bhp, 332lb-ft; 5.0-litre V8 s/c petrol, 525bhp and 565bhp, 461lb-ft and 516lb-ft. Eight-speed automatic gearbox.

**EXPERT OPINION:**

WITH its aluminium chassis, the fourth-generation Range Rover is 420kg lighter than its predecessor. Coupled with efficient new turbodiesel engines, it's more frugal than any previous Range Rover, too. It's all comparative though… Taking depreciation into account, it will be several years before secondhand models offer economical motoring. Make no mistake about it: this is a car for the very well-heeled.

**BUYER'S TIP**

**A lot of car – for a lot of money.**

## NINETY/ONE TEN

**1983 TO 1990**

**RATINGS:**
**Servicing:** ★★★★☆
**Reliability:** ★★★★☆
**Economy:** ★★★★
**Towing:** ★★★★☆
**Off-road:** ★★★★☆
**On-road:** ★★★☆☆

**PRICE GUIDE**
**Poor:** £3500 – £5000
**Average:** £5000 – £6700
**Good:** £6700 – £8000
**Excellent:** £8000 – £13,000

**SPECIFICATIONS**

**1983-1985:** Engines as Series III/Stage One V8. LT77 five-speed fitted to four-cylinder models. **1985-1990:** 2.5-litre petrol, 80bhp, 129lb-ft torque; 2.5 diesel, 68bhp, 113lb-ft; 3.5 V8 petrol, 113bhp, 185lb-ft, 134bhp from 1986. LT85 five-speed fitted to V8 models.

**EXPERT OPINION:**

DEFENDERS in all but name, the first coil-sprung utilities gave you the choice of a sluggish diesel or a thirsty petrol V8 until the unreliable 85bhp turbodiesel arrived in 1986. Many – perhaps most – have now been retro-fitted with later Tdi engines, which makes sense if you want to keep up with modern traffic. Good ones defy the years and there's no shortage of spares. Prices are rising, not least because original examples over 25-years old can be exported to the USA.

**BUYER'S TIP**

**Great value Defender precursors.**

## DISCOVERY 1

**200TDI/300TDI/V8, 1990 to 1998**

**RATINGS:**
**Servicing:** ★★★★★
**Reliability:** ★★★★☆
**Economy:** ★★★★★
**Towing:** ★★★★☆
**Off-road:** ★★★★☆
**On-road:** ★★★★★

**PRICE GUIDE**
**Poor:** £1000 – £2000
**Average:** £2000 – £3500
**Good:** £3500 – £4500
**Excellent:** £4500 – £7000

**SPECIFICATIONS**

**1989-1994:** (200Tdi) 2.5-litre turbodiesel, 111bhp, 195lb-ft torque. LT77S five-speed transmission. **1994-1998:** (300Tdi) 2.5-litre turbodiesel, 111bhp, 195lb-ft torque. R380 five-speed transmission. V8s as per Range Rover Classic.

**EXPERT OPINION:**

AFTER years of rock-bottom prices, values for good ones are now climbing. But the Disco 1 is still very affordable. It is capable off-road and refined too, but catastrophic body rust is a massive problem. Check out the floor, sills and inner wings and be prepared to get welding. Luckily, aftermarket panels are cheap. If regularly serviced, 200Tdi and 300Tdi engines are pretty bulletproof. Early models now being snapped up by collectors.

**BUYER'S TIP**

**Rust is the enemy, but parts are cheap.**

## DEFENDER Tdi

**200TDI/300TDI, 1990 to 1998**

**RATINGS:**
**Servicing:** ★★★★☆
**Reliability:** ★★★★☆
**Economy:** ★★★★☆
**Towing:** ★★★★☆
**Off-road:** ★★★★★
**On-road:** ★★★★☆

**PRICE GUIDE**
**Poor:** £4000 – £5000
**Average:** £5000 – £7000
**Good:** £7000 – £9000
**Excellent:** £9000 – £15,000

**SPECIFICATIONS**

2.5-litre turbocharged, direct-injection diesel, 107bhp, 195lb-ft torque. LT77S (200Tdi) or R380 (300Tdi) five-speed transmission.

**EXPERT OPINION:**

LAND Rover workhorses were underpowered until the advent of the Tdi diesels. The 200Tdi was fitted from 1990 to 1994 and was superseded by the 300Tdi, which shared the same power and torque figures but was slightly more refined. This was the beginning of the golden era of Defenders and many would argue these were the greatest Land Rovers ever built. There has been a steady supply of serviceable engines and gearboxes from terminally-rusted and scrapped Discoverys of the same era, although they are now getting scarcer.

**BUYER'S TIP**

**Grab one while you can – they are getting snapped up by collectors.**

## RANGE ROVER 2 (P38A)

**1994 to 2002**

**RATINGS:**
**Servicing:** ★★★☆☆
**Reliability:** ★★★☆☆
**Economy:** ★★★☆☆
**Towing:** ★★★★★
**Off-road:** ★★★★☆
**On-road:** ★★★★★

**PRICE GUIDE**
**Poor:** £500 – £900;
**Average:** £900 – £1800
**Good:** £1800 – £3500
**Excellent:** £3500 – £7000

**SPECIFICATIONS**

4.0-litre V8 petrol, 185bhp, 235lb-ft torque; 4.6-litre V8 petrol, 225bhp, 277lb-ft torque; 2.5-litre six-cylinder turbodiesel, 134bhp, 199lb-ft torque. R380 manual or ZF four-speed automatic, gearbox, permanent four-wheel drive.

**EXPERT OPINION:**

BETTER than some would have you believe, the second-generation Range Rover's reputation for unreliability is sometimes undeserved. For a luxury 4x4, prices are very low. No serious rust issues to speak of and if you are handy with electrics and a laptop computer, you can use diagnostic software to solve most problems. Replacement parts can be pricey though. The diesel option is from BMW. V8 petrols are thirsty.

**BUYER'S TIP**

**1990s luxury for not much money.**

## FREELANDER 1

**1997 to 2006**

**RATINGS:**
**Servicing:** ★★★★☆
**Reliability:** ★★★★☆
**Economy:** ★★★★☆
**Towing:** ★★★☆☆
**Off-road:** ★★☆☆☆
**On-road:** ★★★★☆

**PRICE GUIDE**
**Poor:** £400 – £950
**Average:** £950 – £1900
**Good:** £1900 – £3000
**Excellent:** £3000 – £4900

**SPECIFICATIONS**

**1997-2000:** 1.8-litre four-cylinder petrol, 118bhp, 121lb-ft; 2.5-litre V6 petrol, 177bhp, 177lb-ft torque; 2.0-litre Rover four-cylinder turbodiesel, 96bhp, 155lb-ft torque. R380 five-speed transmission. **2000-2006:** 2.0-litre BMW Td4, 110bhp, 192lb-ft torque.

**EXPERT OPINION:**

AN affordable entry-level Land Rover, and as popular as ever. The 1.8-litre petrol engines can be troublesome and are best avoided. The early diesels are economical, mechanically simple and reliable if properly serviced (and timing belts regularly renewed). The later Td4 is chain-driven, more or less bulletproof and the best choice. The Freelander has no rust issues to worry about. Great value.

**BUYER'S TIP**

**Td4 diesels good for 200,000+ miles.**

## DISCOVERY 2

**1998 to 2004**

**RATINGS:**
**Servicing:** ★★★★☆
**Reliability:** ★★★★☆
**Economy:** ★★★★☆
**Towing:** ★★★★★
**Off-road:** ★★★★☆
**On-road:** ★★★★☆

**PRICE GUIDE**
**Poor:** £800 – £1500
**Average:** £1500 – £2500
**Good:** £2500 – £4000
**Excellent:** £4000 – £6000

**SPECIFICATIONS**

2.5-litre five-cylinder turbodiesel (Td5), 122bhp, 221lb-ft torque; 4.0-litre V8 petrol, 185bhp, 235lb-ft torque. R380 manual or ZF four-speed auto, permanent four-wheel drive.

**EXPERT OPINION:**

THE Discovery 2 retained the stepped-roof looks and basic shape of its predecessor, but got an improved bodyshell and suspension, along with new engines and axles. It was the best-handling Land Rover in its day and there are plenty to choose from even now. V8 petrols are expensive to run while, as you might expect, Td5 turbodiesels are economical. The bodies last well, but the chassis is prone to spectacular levels of rust, putting some examples beyond economic repair.

**BUYER'S TIP**

**Invest in a galvanised chassis and you've got a Disco for life.**

## DEFENDER Td5

**1998 to 2007**

**RATINGS:**
**Servicing:** ★★★★★
**Reliability:** ★★★★★
**Economy:** ★★★★☆
**Towing:** ★★★★★
**Off-road:** ★★★★★
**On-road:** ★★★☆☆

**PRICE GUIDE**
**Poor:** £5000 – £6000
**Average:** £6000 – £8000
**Good:** £8000 – £9000
**Excellent:** £9000 – £16,000

**SPECIFICATIONS**

2.5-litre five-cylinder turbodiesel, 122bhp, 221lb-ft torque. R380 five-speed transmission, permanent four-wheel drive.

**EXPERT OPINION:**

THE five-cylinder Td5 was the last Land Rover-derived diesel engine and it has proved pretty bulletproof over the years, provided it has been properly serviced. Now in great demand as prices for all Defenders steadily rise. There's a good number of special editions to choose from and, if you are looking for a utility vehicle, a healthy number of truck cabs and hard tops are always on sale. Rear crossmembers prone to rust, but easily replaced. There is a growing supply of Td5 engines from Discovery 2s that are being scrapped because of serious rust issues. Non-OEM parts are cheap.

**BUYER'S TIP**

**Check service history.**

## RANGE ROVER SPORT 2

**2013 to present**

**RATINGS:**
**Servicing:** ★★☆☆☆
**Reliability:** ★★★☆☆
**Economy:** ★★★☆☆
**Towing:** ★★★★★
**Off-road:** ★★★☆☆
**On-road:** ★★★★☆

**PRICE GUIDE**
**Poor:** £17,000 – £30,000
**Average:** £30,000 – £40,000
**Good:** £40,000 – £50,000
**Excellent:** £50,000 – £40,000

**SPECIFICATIONS**

SDV6: 3.0-litre, turbodiesel; SDV8: 4.4-litre 339bhp, turbodiesel; P300: 2.0-litre 300bhp, petrol; P400e: 2.0-litre 404bhp, petrol PHEV; P400: 3.0-litre, 400bhp, petrol; P525: 5.0-litre, V8, 525bhp, supercharged petrol; P575: 5.0-litre V8 575bhp, supercharged petrol. Eight-speed automatic gearbox.

**EXPERT OPINION:**

ALTHOUGH the Range Rover Sport 2 is now cascading down to the secondhand market, a new one may prove a tempting purchase for those considering buying a secondhand Range Rover 4. It is £20k cheaper, and performance, handling and economy are all better than its big brother. Brilliant off-road, but unlikely to see much mud. It has a reputation for great reliability.

**BUYER'S TIP**

**Popularity means they don't come cheap.**

## DISCOVERY SPORT

**2015 to present**

**RATINGS:**
**Servicing:** ★★★☆☆
**Reliability:** ★★★☆☆
**Economy:** ★★★★☆
**Towing:** ★★★☆☆
**Off-road:** ★★☆☆
**On-road:** ★★★★☆

**PRICE GUIDE**
**Poor:** £10,000 – £16,000
**Average:** £16,000 – £20,000
**Good:** £20,000 – £28,000
**Excellent:** £28,000 – £40,000

**SPECIFICATIONS**

2.0-litre eD4/TD4/SD4 turbodiesel, 148, 178 and 237bhp, 280, 317 and 369lb-ft; 2.0-litre petrol, 238bhp, 251lb-ft; 2.0-litre Si4 petrol 286bhp and 295lb-ft. Six-speed manual and nine-speed automatic gearboxes.

**EXPERT OPINION:**

WHILE on paper it replaces the Freelander 2, in reality the Discovery Sport is a very different beast. Like all Land Rovers, it's best in class off-road, but its on-road handling is astonishing, too. Its surefooted handling on icy roads is impressive. Considering all the new cutting-edge technology, this versatile mid-size SUV represents excellent value for money, but 2016 model-year Ingenium diesels can suffer oil dilution problems and we've heard some reliability gripes, too.

**BUYER'S TIP:**

**Problems with oil dilution on some diesel models.**

## DISCOVERY 5

**2017 to present**

**RATINGS:**
**Servicing:** ★★☆☆☆
**Reliability:** ★★★★☆
**Economy:** ★★★☆☆
**Towing:** ★★★★★
**Off-road:** ★★★★☆
**On-road:** ★★★★★

**PRICE GUIDE**
**Poor:** N/A
**Average:** N/A
**Good:** £30,000 – £36,000
**Excellent:** £36,000 – £45,000
**New:** £43,495 – £65,995

**SPECIFICATIONS**

2.0-litre Sd4 turbodiesel, 240bhp, 369lb-ft; 3.0-litre Td6 diesel, 258bhp, 443lb-ft; 2.0-litre Si4 petrol, 296bhp, 332lb-ft; 3.0-litre Si6 s/c V6 petrol, 340bhp, 332lb-ft. Eight-speed automatic gearbox.

**EXPERT OPINION**

THE fifth-generation Discovery doesn't get a number after its name, but that's no suprise because it doesn't look much like any of its ancestors – which has certainly ruffled a few feathers among enthusiasts. It is also more capable, on- and off-road, than any of its predecessors, as well as more economical to run thanks in part to the JLR Ingenium series of engines. We have no doubt that it will be winning a lot of awards for the best tow car, just like its predecessors, but outwardly it bears little resemblance to previous Discos.

**BUYER'S TIP**

**Still arguably the most versatile Land Rover of all.**

## RANGE ROVER VELAR

**2017 to present**

**RATINGS:**
**Servicing:** ★★☆☆☆
**Reliability:** ★★★☆☆
**Economy:** ★★★☆☆
**Towing:** ★★★☆☆
**Off-road:** ★★☆☆☆
**On-road:** ★★★★☆

**PRICE GUIDE**
**Poor:** N/A
**Average:** N/A
**Good:** £31,000 – £36,000
**Excellent:** £36,000 – £56,000
**New:** £44,830 – £85,500

**SPECIFICATIONS**

2.0-litre turbodiesel, 180bhp, 240bhp and 300bhp, 317lb-ft, 369lb-ft and 516lb-ft; 2.0-litre petrol, 250bhp, 300bhp and 380bhp, 269lb-ft, 295lb-ft and 332lb-ft. Eight-speed ZF automatic gearbox.

**EXPERT OPINION**

THE latest addition to the Land Rover family is yet another Range Rover. Solihull spotted a very small gap between the Evoque and the Sport, and the Velar has been squeezed into it. This probably isn't the sort of car you would risk at a weekend's pay and play off-road course, but if you did you might be surprised at its ability. There's a lot of technology packaged into this luxury model, but it doesn't come cheap. This is probably the least Land Rover-looking Land Rover ever built, but has won awards for its styling.

**BUYER'S TIP**

**This is definitely one to impress the neighbours.**

## RANGE ROVER EVOQUE 2

**2019 to present**

**RATINGS:**
**Servicing:** ★★☆☆
**Reliability:** ★★★☆☆
**Economy:** ★★★★☆
**Towing:** ★★★☆☆
**Off-road:** ★★☆☆
**On-road:** ★★★★☆

**PRICE GUIDE**
**Excellent:** £28,000
**New:** From £31,295

**SPECIFICATIONS**

D150: 2.0-litre, 150bhp turbodiesel, FWD man and auto; D180: 2.0-litre 180bhp turbodiesel AWD auto; D240, 2.0-litre, 240bhp, turbodiesel, AWD, auto, P200: 2.0-litre, 200bhp, petrol, AWD, auto; P250, 2.0-litre, 249bhp, petrol, AWD, auto; P300, 2.0-litre, 300bhp, petrol, AWD, auto.

**EXPERT OPINION:**

THE second-generation Evoque is the first car to adopt JLR's Premium Transverse Architecture, a platform that will allow it to introduce a plug-in hybrid model. It gets a clutch-based torque vectoring four-wheel drive system, nine-speed auto as standard and redesigned all-independent suspension. There's a choice of seven engines: four diesel, three petrol. Evoque has come of age and remains stylish – as well as massively popular. It is currently JLR's best-selling model.

**BUYER'S TIP**

**Competitive value on monthly finance.**

## NEW DEFENDER

**2020 to present**

**RATINGS:**
**Servicing:** ★☆☆☆☆
**Reliability:** ★★★☆☆
**Economy:** ★★★☆☆
**Towing:** ★★★★★
**Off-road:** ★★★★★
**On-road:** ★★★★☆

**PRICE GUIDE**
**Excellent:** £50,000
**New:** From £48,655

**SPECIFICATIONS**

P300, 2.0-litre petrol, 300bhp; D200, 2.0-litre turbodiesel 200bhp; D240, 2.0-litre turbodiesel, 240bhp; P400, 3.0-litre hybrid, 400bhp.

**EXPERT OPINION:**

JLR's Marmite car: folk either love it or hate it. Many enthusiasts resent the fact it's nothing like the original Defender, but others love the sophisticated new technology that makes this the most capable production off-roader ever made. Make no mistake: this is the ultimate machine for driving through challenging terrain. Engine variants range from 2.0-litre diesel and petrol, to a 3.0-litre mild petrol hybrid, aimed at boosting power rather than improving economy. Demand currently outstrips supply, with the prices of secondhand models fetching almost as much as new ones thanks to the long waiting list for the latter.

**BUYER'S TIP**

**The most capable production off-roader.**

LAND ROVER MONTHLY
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# EVENTS

### Fri 11 - Sun 13 Nov

**LAND ROVER TRIAL**
Penrith, Cumbria
nero.org.uk

### Sat 12 - Sun 13 Nov

**WILD WALES SAFARI WEEKEND**
Lllangollen, Wales
protraxoverlandadventures.co.uk

**PEDDARS WAY & ERMINE STREET GRAND TOUR**
Thetford, Norfolk
trailsandtracks.co.uk

### Sun 13 Nov

**RTV TRIAL**
Shotts, North Lanarkshire, Scotland
slroc.co.uk

**RTV & CCV TRIAL**
Haggate, Burnley, Lancashire
penninelandrover.co.uk

**YORKSHIRE DALES LAND ROVER TOUR**
Reeth, North Yorkshire
uklandroverevents.com

**4X4 PAY & PLAY DAY**
Canewdon, Rochford, Essex
4x4er.co.uk

**4X4 OWNERS DAY**
Slindon, West Sussex
4x4driving.co.uk

**RTV & CCV TRIAL**
Brotherton, North Yorkshire
ylroc.co.uk

**GREENLANE TRIP**
Devon/Dorset borders
sadlrc.co.uk

**RTV TRIAL**
Dersingham, Norfolk
brecklandlrc.com

**CCV TRIAL**
Brotherton, North Yorkshire
llrc.co.uk

**RED ROSE RTV TRIAL**
Briercliffe, Burnley, Lancashire
landroverclub.co.uk

**INTERCLUB CCV TRIAL**
Sudbury, Suffolk
elrc.info

**PUNCH HUNT**
Tring, Hertfordshire
muddyduck.org.uk

**PAY & PLAY DAY**
Harbour Hill, Aldermaston, Berkshire
4x4-withoutaclub.co.uk

### Tues 15 - Sun 20 Nov

**55TH ANNUAL SCORE BAJA 100**
Ensenada, Baja, USA
score-international.com

### Sat 19 Nov

**COTSWOLD ADVENTURE TOUR**
Stow-on-the-Wold, Gloucester
4x4adventuretours.co.uk

### Sat 19 - Sun 20 Nov

**ACTIVITIES AND CHILDREN IN NEED CLUB DAY**
Newbourne, Suffolk
slroc.uk.com

**WILTSHIRE SAFARI WEEKEND**
Devizes, Wiltshire
protraxoverlandadventures.co.uk

**CCV DAY & NIGHT TRIAL**
Dersingham, Norfolk
brecklandlrc.com

**SCOTTISH HILLRALLY**
St John's Town of Darly, Scotland
scottish-hillrally.co.uk

**YORKSHIRE DALES 4X4 TOUR**
offthebeatentrack4x4.co.uk

### Sun 20 Nov

**AWDC 5 GATE TRIAL**
Congleton, Cheshire
awdc.co.uk

LAND ROVER MONTHLY
LRM
LAND ROVER
4X4
AND VINTAGE
SPARES DAY

**RTV TRIAL**
Stainby, Melton Mowbray
lrlrc.co.uk

**DURHAM DALES LAND ROVER TOUR**
Corbridge, Northumberland
uklandroverevents.com

**AUTOJUMBLE**
Newark, Nottinghamshire
newarkautojumble.co.uk

**CCV TRIAL**
Ashbourne, Derbyshire
badlrc.co.uk

**TIMED TRIAL**
Cowbeech, East Sussex
sroc.co.uk

**LAND ROVER SHOW**
NAEC Stoneleigh Park,
Stoneleigh, Warwickshire
greatbritishlrshow.com

**RTV & CCV TRIAL**
TBC
nwlrc.co.uk

### Fri 25 - Sun 27 Nov

**RALLYE PLAINES ET VALLEES**
Evreux, France
plaines-et-vallees.fr

**MALACHI COMP SAFARI**
Wickenby, Lincolnshire
llrc.co.uk

### Sat 26 - Sun 27 Nov

**MID-WALES ADVENTURE TOUR**
Builth Wells, Wales
4x4adventuretours.co.uk

**4X4 GUIDED TOUR LAKE DISTRICT**
Lake District
ardventures.co.uk

**AUTUMN LEAVES**
Larkhill, Wiltshire
armymotorsports.co.uk/Disciplines/4x4-Navigation

### Sat 26 Nov

**SURVIVAL SKILLS DAY AND RECOVERY COURSE**
Corby, Northamptonshire
protraxoverlandadventures.co.uk

### Sun 27 Nov - Thurs 8 Dec

**25TH RAIN FOREST CHALLENGE**
Malaysia
rfc-global.com

### Sun 27 Nov

**NORTHUMBERLAND LAND ROVER TOUR**
Alnwick, Northumberland
uklandroverevents.com

**RTV & CCV TRIAL**
Gwernymynydd, Mold, Wales
nwlrc.co.uk

**4X4 OWNERS DAY**
Slindon, West Sussex
4x4driving.co.uk

**C&D RTV & CCV TRIAL**
Tredinnick, Cornwall
cdlrc.com

**INTRODUCTION TO GREENLANING DAY**
Craven Arms, Shropshire
timelessoverland.co.uk

**NORTHUMBERLAND LAND ROVER TOUR**
Alnwick, Northumberland
uklandroverevents.com

**QUARRY DRIVING DAY**
Tixover Quarry, Lincolnshire
protraxoverlandadventures.co.uk

**COMP SAFARI**
Twechar Cumbernauld, Scotland
slroc.co.uk

### Mon 28 Nov

**SHROPSHIRE 4X4 TOUR DAY**
Craven Arms, Shropshire
timelessoverland.co.uk

# 2023 DATES FOR YOUR DIARY

**Bookings now open for the first event of the season - book early to save!**

| | |
|---|---|
| 5 February | Malvern, Three Counties Showground |
| 12 March | Ripon Racecourse - Brand NEW event for 2023 |
| 2 April | Newbury Showground |
| 23 April | Rutland Showground - Brand NEW event for 2023 |
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| 15 October | Ripon Racecourse - Brand NEW event for 2023 |
| 29 October | Malvern, Three Counties Showground |

Visit landrovermonthly.co.uk/information/events for more details and to book tickets for the 5 February Malvern event or call 07586 023248 for more information.

LAND ROVER MONTHLY

LAND ROVER 4X4 AND VINTAGE SPARES DAY

# MARKETPLACE

## PARTS WANTED

### GKN OVERDRIVE

28-toothed drive gear for GKN Overdrive to fit LT230 transfer case. Interested in any parts. **07939 180831.**

## PARTS FOR SALE

### RANGE ROVER PAD SENSOR

Front brake pad sensor for Range Rover 2001 onwards, bought when I had a Vogue. Support strap right-hand lower tailgate also for Range Rover. Brand new parts, still in wrappers. LR038048 and FW1298. **£15, Chippenham, Wiltshire, 079475 53061.**

### ROOF TENT

Tuff Trek TT02 Pro 1.4m roof tent. Soft top flip-over style of tent in a dark desert yellow colour. The main tent is made of 320g breathable polycotton canvas and the flysheet is a 420D fire retardant polyester. Made with thicker 25mm diameter poles. Comes complete with all fittings to attach to roof bars or roof rack. Additional Front Runner roof rack mounting kit available for £30 if required – new cost currently £57. Will fit most vehicles, even family cars with roof bars, not just 4x4s. Size closed is 120cm x 140cm; open the sleeping area is 140cm x 240cm plus a further 80cm (total 320cm) under the annex. The base of the annex, which is partly under the tent and encloses the ladder, is circa 2m x 2m. Sleeps two adults, one child. Collection only. **£1150, Moreton-in-Marsh, Gloucestershire, 07986 710307.**

## £3000+

### RANGE ROVER P38

1998, 171,345 miles. Autobiography with straight-six 2.5 engine. Vehicle recently serviced and MoT to August 2023. New side step runners fitted, problematic air suspension has been converted to more conventional spring suspension. Radio no longer in vehicle. Vehicle starts and runs fine and still in use, so mileage may go up. **£3500, Machynlleth, Powys, 07113 67103.**

### RANGE ROVER SPORT

2005, 150,000 miles. 4.2 V8 auto, supercharged, First Edition for spares or repairs. Gearbox faulty. Comes with adaptive cruise control with forward alert alarm, alloy wheels (20in), climate control, computer (driver information system), metallic paint, parking aid (front/rear), satellite navigation, telephone equipment (mobile preparation), leather upholstery, privacy glass to rear of B-post. **£3995, Macclesfield, Cheshire, 01625 800900.**

## £5000+

### RANGE ROVER SPORT

V8 supercharged. December 2005. Almost as new, no known faults, superb. 87,000 miles and up to 25mpg. Lots of history. All options, including TV in rear seats. Silver bodywork in 99.99 per cent condition. Black leather faultless. Perfect carpets plus over mats. Overfinch wheels, new tyres, new MoT. Two spare wheels, two keys. All books etc. **May part-exchange, or offers over £6500. Devon, 01440 4849266**

### SERIES IIA

Ex-military short wheelbase pick-up with hard top cab. Perkins 3.3-litre 4203 engine fitted, runs and starts, does take a bit in winter, though, and needs plenty of pre-heating, goes into gear nicely and drives well, no unwanted knocks or bangs. **£7500, Ashbourne, Derbyshire, 07949 874236.**

### DEFENDER 90 PICK-UP

1989, 155,000 miles. 2494cc diesel. MoT to September 2023. Great little truck. Solid chassis and bulkhead. Reasonable doors. Motorcycle carrier. Comes with Ifor Williams canopy, some black checquerplate bits, spare seats, set of tyres, roof rails and light guards. New MoT (minor defects) – brake hose slightly deteriorated nearside front; brake hose slightly deteriorated offside front. Cash or BACS. Selling on behalf of family member residing abroad. **£7500, Hailsham, East Sussex, 01825 873433.**

### SERIES III 109 LWB

1976, diese, tax- and MoT-exempt. Overdrive FW hubs, rear bench seats, full-length roof rack. Good, solid Land Rover, nice clean condition, present owner six years, in regular use. **£8000, St Anne's on the Sea, Lancashire, 07861 738889.**

### FREELANDER 2

2013, 145,250 miles. SD4 Dynamic, 190bhp, automatic six-speed gearbox (with manual shift mode). Keyless start/stop. Cruise control. Electric handbrake. Dynamic stability control. Auto headlights. Auto wipers. Electric front seats. Heated front seats. Air con. General Grabber AT3 255/55 R19 tyres on Dynamic alloys. Full-size 19in spare wheel. Rear parking sensors. Power folding mirrors. Bluetooth, aux-in, DAB. Leather heated seats. No warning lights. Two keys. Full service history. Next service due October 2022. **£8000, Rotherham, Sheffield, 07857 027305.**

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## £10,000+

### DEFENDER 110 HARDTOP

2007, 107,094km. MoT to Feb 2023. Reluctant sale – no longer practical. Bench seats in back (we do have bottom cushions, but it's tied up out of the way). **£11,000 ono + VAT, Port Isaac, Cornwall, 07980 280264.**

### DEFENDER 110 200Tdi SW

1989, 188,158 miles. SW. Much loved, owned for the past 12 years. 200Tdi engine, Salisbury axles, snorkel and roof rack with ladder. Chassis and bulkhead Waxoyled, steering guard, extensive work done in the time I have had it (over ten years). Been stored in a shed for the past five years with occasional use. Dent in rear left panel, electrolysis on right passenger door. **£11,000, Thetford, Norfolk, 07990 574409.**

### DEFENDER 90 Td5

2000, 145,000 miles. Td5, Rioja Red, tidy and reliable daily runner. MoT April 2023. Had lots spent keeping her reliable and honest. **£13,500, Cranleigh, Surrey, 07880 548487.**

### DEFENDER 110

1996. Low mileage (83,500 miles). Modified with an automatic transmission from a Land Rover Discovery 1, roof rack, snorkel, camping awning and exterior fold-out aluminium tables, built-in side storage boxes in the rear with removable platform for camp bed, wider fabric-covered front seats for comfort. Comes with a selection of spares. Much-loved family vehicle. Second fuel tank, tow bar. Runs perfectly, no issues. White, two owners. No VAT. Clean vehicle. **£13,995, London, 07872 953400.**

### SERIES IIA

1968, 15,250 miles. 24V 2.2-litre petrol. New galvanised chassis, Before 'n' After-treated, fuel system, carb, shielded distributor, coil, springs, shock absorbers. Professional respray. Handbook. **£17,500, Warwick, Warwickshire, 01789 740688.**

### DEFENDER 110

2.4 TDCi, 92,000 miles, six-speed gearbox. Good condition, a few marks on bodywork, chassis in good condition, Waxoyled regularly, Sawtooth alloys, BF Goodrich tyres, Raptor winch bumper with Terrafirma winch, recent clutch, front swivels and heavy-duty front driveshafts, two owners from new. **£18,750 plus VAT, Truro, Cornwall, 07971 529655.**

### DEFENDER 90

2008, 78,000 miles, truck cab, MoT November 2022. Regularly serviced including cleaning and Waxoyling of the chassis. It has an Ifor Williams canopy. Contact me for more pictures/information. **£18,950, Isle of Bute, 07584 434646.**

### DEFENDER 90 PICK-UP

1999, 127,000 miles. 2.5 Tdi Diesel pick-up. Red. Manual. Will come with all history and previous invoices. Had major service and we will carry out new MoT before delivery. Hard top available also but not currently bolted down so as not to blemish the fresh, shiny new paintwork. **£19,950, Macclesfield, Cheshire, 01625 800900.**

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## £20,000+

### DORMOBILE CAMPER

1964, 55,051 miles. Tax- and MoT-exempt. Discovery 200Tdi engine, front disc brake conversion, anti-burst door locks, dual battery system, split-charge system, National Luna battery monitor system, electric hook-up system, 600W inverter, continental driving lights, Webasto heater, Engal fridge/freezer 40L, 12v/24v/EU connector, Direct 4x4 expedition awning and attachable POD, plus much more. **£21,995, Emsworth, Hampshire, 07770 747688.**

### DEFENDER 90 HARD TOP

1997, 105,000 miles. 300Tdi. MoT 02/2023. Two owners. I have been owner for over 21 years. Extensive renovation completed by Jake Wrights in 2020. Very little use since then. New parts include: Marsland galvanised and powder-coated chassis, cavity wax, three new wings, three galvanised doors with new glass and trim, fresh paint, Exmoor Trim heated seats, heated screen, LED lighting throughout, MUD centre dash and switches, JVC stereo, Optimil reverse camera, shark-style aerial, MUD steel binnacle, Dynamat X-treme, BJ Acoustics and Wright sound-deadening, foil heat insulation, Boost wheels with BFG A/T tyres, Bosch wipers, four-jet windscreen washers, both wiper motors, Autowatch alarm and tracker. Also has Mech Lock (clutch security device, not new), X engine ignition lock guard, Quaife automatic torque-sensing rear differential with heavy-duty shafts and flanges, exchange reconditioned steering box. New power steering pump, fuel tank, Dash cam (needs SD card), clutch, swivels. Double cardan front propshaft. Polybushes all-round. Terrafirma TF202 suspension (light load, 40mm lift). Also stainless steel exhaust, ECU/EGR delete, HD track rod ends and steering arm. Twisted Performance, Force 6 intercooler, plus more. **£28,000, Leeds, 07703 257012.**

### DEFENDER 90 COUNTY STATION WAGON

Well maintained, stock, genuine County Station Wagon in excellent condition. Orkney Grey/Brunel. Full service history. MoT October 2023. Only one previous owner. Low-mileage, factory cold climate pack and tow pack. Genuine steering protection bar. Boost alloys with Goodyear Wrangler MT/Rs ( factory-spec ). Additional concealed immobiliser. Totally unmolested, clean vehicle with some subtle practical enhancements. **£28,950, Keswick, Cumbria, 07940 417981.**

### TWISTED DEFENDER 110

2006, 110,000 miles. Td5 utility in Triumph Daytona green, with black heated Recaro seats, heated front and rear screens, new LOF updated clutch, Twisted remap, Uproar 4x4 LED bumper, LED headlights, Twisted front-end grille set, Twisted wheels, BF Goodrich All-Terrain tyres, fully sound-deadening throughout, leather door cards, short-shifter, JVC Bluetooth stereo and Kicker speakers and subwoofer, fully carpeted rear-end, reverse-view camera, leather rear door card, full underbody Raptor sealed, updated suspension, Twisted sump guard, new rear discs pads and calipers, new front discs and pads, just fully serviced, 12 months MoT, a truly unique Land Rover with the benefits of extra rear room and storage, bench seats available. **£29,995, Macclesfield, Cheshire, 01625 800 900.**

## £30,000+

### DEFENDER 130 CAMPER

Very rare opportunity to enjoy this Nene-built and supplied from new pop top overland camper, only 35,270 miles from new, air con, County Pack and so much more. Please enquire for help and advice. **07850 156655 or neneoverland.co.uk**

### DEFENDER 110 XS

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### 110 SNOW PLOUGH

2008, 60,000 miles. 2.2 diesel hard top three-door 110 with a snow plough. Keswick Green and White roof. Iconic vehicle, lots of character, very clean. Timeless design. Low mileage. The snow plough can be either hand raised and lowered, electrically or hydraulically. The snow plough is easily fitted and removed with only hand tools and hydraulic assistance on the plough and is supported with rubber wheels. Snow plough alone is worth over £6000 new. **£32,340, Macclesfield, Cheshire, 01625 800900.**

### DEFENDER 110

2009, 38,551 miles. one owner. 2.4Tdi County, Silver metallic paintwork in stunning condition, seven seats. Removable rear seats. Very low mileage. Comprehensive digital service record. Very clean inside and out, full rubber mat set. Only one former keeper. New clutch and slave cylinder replacement in 2020. Alloy wheels fitted with matching Goodyear Wrangler tyres. Sturgess Leicester dealer plates. Fire extinguisher fitted. Equipped with a number of extras including light protectors, side and rear steps, Alpine radio and central cubby box. Fitted with front-facing individual rear seats which can accommodate child seats. Later 2.2 Puma engine fitted from factory. Supplied with the original book pack and handbook. ABS, electric windows, unmarked grey cloth interior and five-spoke alloy wheels. **£34,950, Macclesfield, Cheshire, 01625 800900.**

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## DEFENDER 90

1996. 300Tdi. Less than 100 miles since comprehensive restoration. Registration: P423 SUM Chassis: SALLDVA67TA997397, odometer: 000100 (since overhaul) manual transmission benefited from recent extensive restoration, including brand new galvanized bulkhead, chassis and battery box. All refurbished running gear underneath with numerous new components. Fitted with Sawtooth alloys wrapped in matching BF Goodrich All-Terrain tyres, including spare wheel side-mounted on the rear door. Equipped with panoramic windows which perfectly offsets the dark green paintwork. Fitted with front facing individual rear seats which can accommodate child seats. Complete with five new seats and new steering wheel. Original specification dashboard and door cards. New galvanised chassis and bulkhead. Defender has been restored to standard that is better than originally supplied. **£34,995, Macclesfield, Cheshire, 01625 800900.**

## DEFENDER 110

2013, 83,700 miles. Corris Grey, black half-leather trim, Full LR main dealer service history, MoT to Nov 2022. Balance of LR warranty/assistance (Jan 2023). XS spec: air con, roof and wheel arches in body colour, grille and headlamp surrounds in Brunel, cold climate pack, convenience pack, electric front windows, front and rear mud flaps, rear Glynn Lewis mud shields, heated front seats and windscreen, PAS. Alloys, chequer plate side runners, tinted glass, remote locking ( two keys) single CD/radio with MP3/AUX/Bluetooth for hands-free phone etc. Mic for phone, alarm system. **£35,000, Cockermouth, Cumbria, 07763 389375.**

## DEFENDER 90

2010, Fire and Ice Limited Edition. Great condition, only 62,000 miles. All extras and original. New MoT. Service history. Tracker. **£36,500, London, 07977 450361.**

## DEFENDER 110

2.4 TDCi XS double cab pick-up. 2009, 34,472 miles. Excellent condition, MoT, FSH. A/C, alarm, tow ball/ electrics, half leather seats (front), heated seats (front), electric windows (front), central locking, 16" alloy wheels, metal panelled pick-up area. **£36,500, Aylesbury, Buckinghamshire, 07967 506535.**

## DEFENDER 90

2014, 39,000 miles. One of a kind Nene Overland built Snow Edition. Bespoke work by Nene Overland includes four Nene built comfort seats in Rock Star Pink with black leather stitching and whelping. Custom white dash with pink detailing and dash surrounds and matching leather detailing throughout. Soundproof carpeting throughout. Headlining throughout. Nero leather black and pink steering wheel. Cubby box covered in Rock Star Pink leather. Pioneer sat nav and dash reorganisation with power windows. Engine remapping and tune. Five 18" 75 Anniversary Sawtooth alloy wheels with All-Terrain tyres only nine months old. Matching full spare tyre rear mounted with cover. Undercarriage anti-corrosion protection seal. Undercarriage transmission rock protection. All white Snow edition exterior. Running boards with step. Snorkel. Tow-bar hitch. Heavy duty rubber mats throughout. Never used in winter. Stored in heated garage from new. Flawless. **£43,950, Chippenham, Wlitshire, 07576 126822.**

## DEFENDER 110

2008, 90,000 miles. Auto. Upgrade seating and headlight protectors. Medium wheelbase, black, two owners. Extra features: air conditioning, alloy wheels, Bluetooth connectivity, radio/CD, remote central locking, rear quarter windows. **£49,499, Macclesfield, Cheshire, 01625 800900.**

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PHOTO: ROGER CRATHORNE

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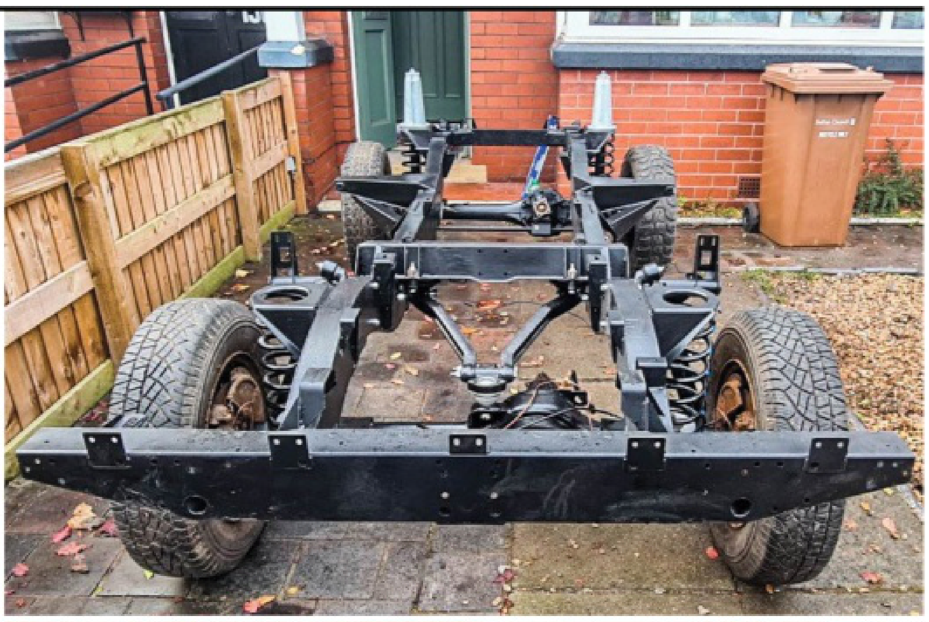

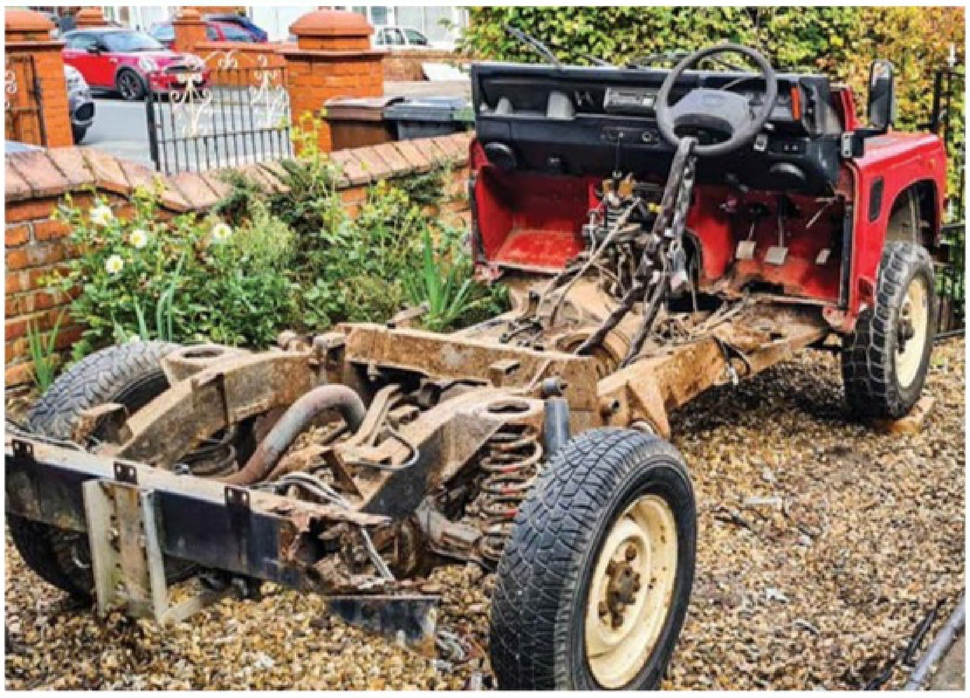

## 1998 DEFENDER 90 300Tdi

DAVE PETTIT, HGV DRIVER, LANCASHIRE

**How did you find this project?**
I purchased this Defender from my boss. Now some might think that's not such a wise move, but I beg to differ. And obviously I knew a lot about it before making the purchase.

**What's the story so far?**
I am now 12 months into what was meant to be just a chassis swap. We all know how that normally works out. I'm used to working on Japanese vehicles, so obviously I massively underestimated the task ahead of me.

**Tell us a little about it**
The Defender is a 300Tdi 90 truck cab. My boss has owned it from new and it only has 124k on clock. It was used as the workshop vehicle.

Your readers will know that 300Tdi engines just go on forever so I wasn't too worried about the mileage. With Defenders of this age there are other things to worry about, such as the chassis.

**Who has done the work and where has it been carried out?**
I've done all of the work at home by myself. It is always there to remind me that I need to get a move on. I reckon that it will take another four months of hard work and then it might be ready for my wedding day in April next year. That would make me a very happy man.

**What are your plans with it?**
I want to restore it to look like it did originally with a few subtle improvements, of course.

**How is the engine running?**
The engine is just perfect and that is the least of my worries.

**What have you done so far?**
All new serviceable items and renovation of the parts that I could save. I have completed the chassis swap. It has all-new brake lines. I've given the bodywork some attention and time, too.

**What are the next jobs?**
Finish off the bodywork, engine servicing and complete the interior. Nearly there, some might say.

**What is the hardest part of this project?**
The strip down, so many rusty bolts and lots of cutting heads off. Anyone who has done something similar will sympathise!

**What are your plans for it when it's finished?**
It's going to be my weekend toy car, everyone needs one of those. And used for my wedding too, as mentioned.

**Any other projects on the go right now?**
Yes, I also have two motorcycles that need some work.

**How can readers follow what you are doing?**
They can follow my project on Instagram. See build.by.dave_defender.

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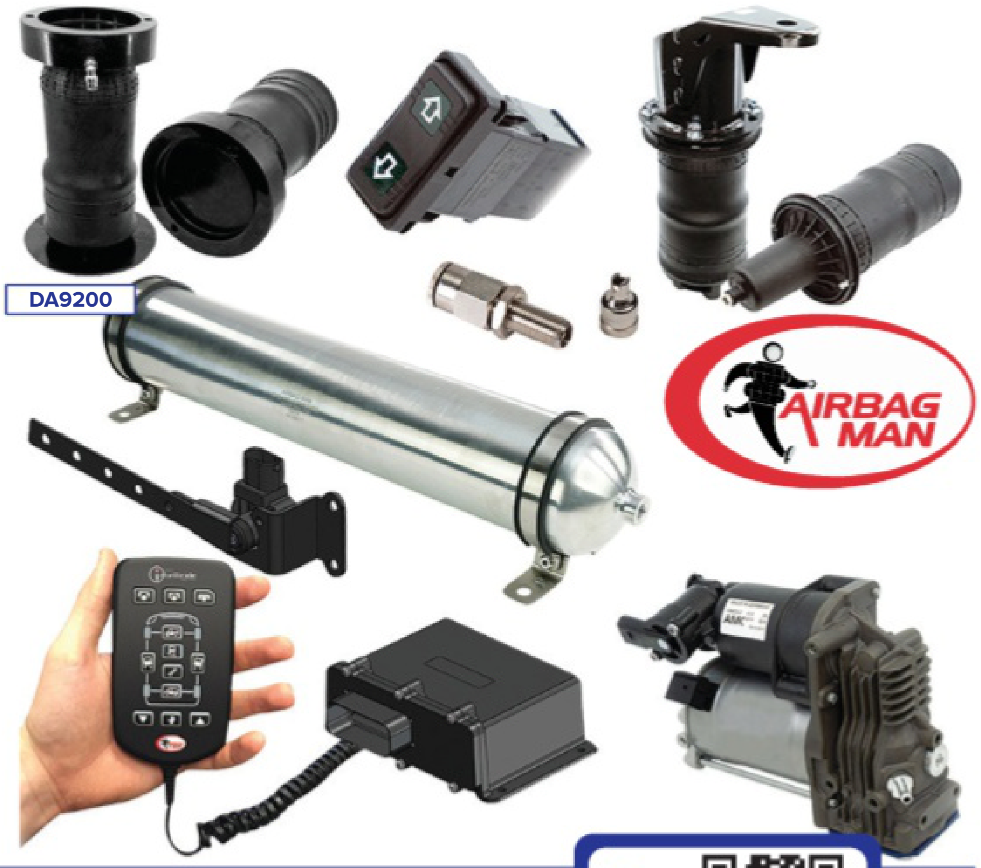

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| Ride Height up to Raised Height | 40mm | 40mm | 40mm | 60mm |
| Ride Height down to Access Height | -80mm | -80mm | -80mm | -90mm |
| **Height Range Manual Mode** |  |  |  |  |
| Maximum Height from Ride Height | 50mm | 50mm | 50mm | 70mm |
| Minimum Height from Ride Height | -100mm | -100mm | -100mm | -110mm |

See them in action
www.britpart.com/airbag

**HIGH MODE**

**HIGH MODE**

**DRIVE MODE**

**DRIVE MODE**

**LOW MODE**

**LOW MODE**

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